THE

SOUTH WALES COAL ANNUAL

1908.

EDITED BY

JOSEPH DAVIES.

STEAM, BITUMINOUS & ANTHRACITE COAL,
COKE AND PATENT FUEL.

CROMPTON & Co., Ltd.,

LONDON & CHELMSFORD.

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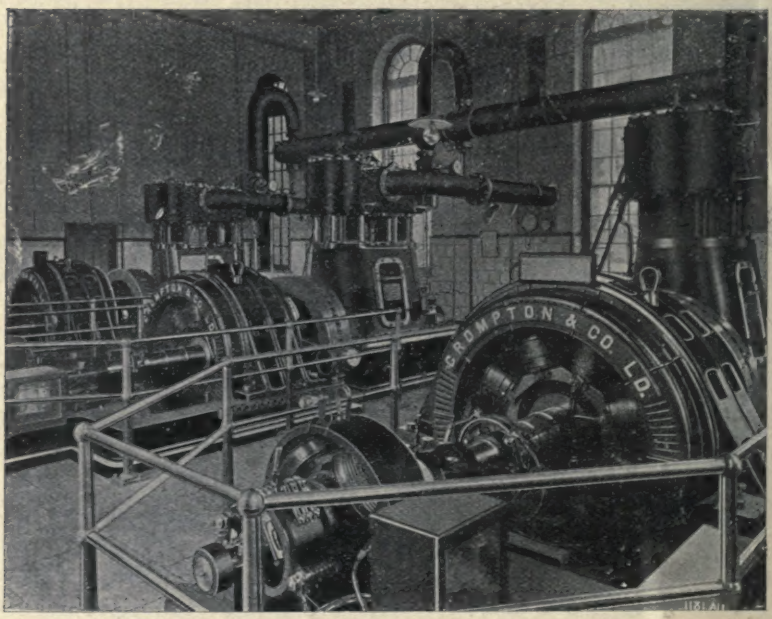
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MAP of the SOUTH WALES COALFIELD.

The only complete map of the Coalfield published, giving the Steam and Anthracite Properties in **Monmouthshire, Cardiff, Port Talbot, Swansea and Llanelly Districts.**

Scale The Map is on a large scale, one inch to the mile.
Printing It is printed in 12 colours.
Size 40 inches by 63 inches.
Area Covered North to South :—the northern boundary of the Coalfield to the Bristol Channel.
East to West :—Newport and Pontypool to Llanelly, Burry Port and the Gwendraeth Valley.

Over 200 Coal Properties shown. The exact area of each property is shown in distinctive colours. The name of each property is printed over it, together with the name of the person or firm working the coal.

The Properties include :—

STEAM COAL PROPERTIES in Monmouthshire, Cardiff and Port Talbot Districts (including coals on the British Admiralty List), Swansea Districts, Llanelly District.
ANTHRACITE PROPERTIES.
PATENT FUEL WORKS.

The Map also includes the following general information :—

Sections of Coalfields at given points.
Boundaries of Coalfield and Anticlinal line
Reserves of unworked coal.
Present and past rates of extraction.
Analyses of typical Steam Coals and Anthracites worked.
Railways and Canals.
Docks.

The whole of the Railways being clearly marked on a scale of one inch to the mile, with their Junctions and Stations, makes the map one of the best Railway Maps published.

The above is the only Map of the South Wales Coalfield showing the most recently acquired properties and containing the latest information.

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To the Right Hon
Lord Glantawe.

With the Editor's
compliments.

August 1908.

THE SOUTH WALES COAL ANNUAL

FOR

1908

COMPRISING

STEAM, BITUMINOUS, AND ANTHRACITE COAL, COKE, AND PATENT FUEL:

WAGES, PRICES, FREIGHTS, EXPORTS, DOCKS, RAILWAYS WAGONS, PITWOOD, AND GENERAL STATISTICS.

EDITED BY

JOSEPH DAVIES.

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PREFACE.

THE "South Wales Coal Annual" was originated in 1903, with the object, firstly, of bringing foreign coal buyers more closely in touch with the development, the working, and the transport of the production of the great South Wales Coalfield, Steam, Bituminous, and Anthracite. The second object was to provide, in a compact and easily accessible form, the information as to wages, rates, shipment charges and freights required by the Coal Owner, the Exporter, the Shipowner, and the large number of business and professional men whose interests are connected with the Coal Trade.

The experience of the past five years has amply justified the venture. The greatly increased circulation, and the fact that it now covers the principal importers and consumers abroad, is evidence that the "South Wales Coal Annual" has met a want, and is fulfilling the objects for which it was initiated.

The statistics and other information have been largely added to since 1903, and in the later years a new and much appreciated feature has been introduced in the form of an illustrated article, fully descriptive of the plant, machinery, and methods of working of one of the principal Colliery undertakings, and of the Railways and Docks on which they so largely depend. In the current number the group of Ferndale Collieries, of Messrs. D. Davis and Sons, Limited, and the Taff Vale Railway and Penarth Docks are dealt with, and it is hoped by treating other Welsh and Monmouthshire concerns on similar lines in future issues, to make a series of records of the development of our Coalfield, of its engineering progress, and of the *personnel* controlling it, which, interesting in the present, will become more and more valuable with the lapse of years.

Amongst the large amount of additional matter—which has in five years doubled the size of the Annual—may be particularised the increased Export Tables, and increased number of freights, the freights given including numbers of fixtures neither available to, nor recorded in, any other freight list. The pages devoted to Anthracite,

Coke, and Patent Fuel have grown, the first named now showing the countries to which our Anthracite, as distinct from other descriptions of Welsh coal, is exported.

This year, for the first time, appears a list of all the Collieries in South Wales and Monmouthshire where more than ten men are employed. This list gives detailed information in respect of each Colliery of its position, railway station, names of Colliery and Commercial Managers, and address of Shipping Office. The number of men employed at each Colliery is also given, from which the size and importance of the Colliery can be gauged. It is hoped this list will be of great value to Colliery Owners and to all Firms doing business in Welsh coal or with South Wales and Monmouthshire Collieries.

In the initiation and improvement of the Annual, acknowledgment is made of the assistance afforded by every section of the Coal Trade, both in the form of support and of much-valued information and advice; and the Editor will be grateful to subscribers for any suggestions by which future issues of the "South Wales Coal Annual" can be still further improved.

The EDITOR.

12, James Street,
Cardiff.

D. DAVIS & SONS, LIMITED,

AND THE

FERNDALE COLLIERIES.

The two Welsh rivers, the Rhondda Fawr and the Rhondda Fach, each running south-east from the hills towards the coast, cover in their separate valleys a distance of twenty miles. Beneath those valleys lies, seam under seam, the unrivalled Welsh smokeless steam coal, the winning of which gives occupation and sustenance to hundreds of thousands of people, and constitutes the Rhondda Valleys the most concentrated and densely peopled mining district in the world. In the heart of this coalfield, the great mineral property known as "Ferndale" covers one unbroken area of four thousand acres. With its northern boundary near Maerdy and its southern at Tylorstown, it embraces part of the Rhondda Fawr and the greater portion of the Valley of the Rhondda Fach. The hillsides encircling the miles of road and railway which stretch between the most northerly of the Ferndale Pits and Ferndale Colliery No. 9, which works to the southern boundary, are patched with cottages, shops and works, all built as part of the colliery development, and all dependent on the success of D. Davis & Sons, Limited.

THE FOUNDING OF FERNDALE.

The foundations of this great colliery undertaking were laid in the early part of last century, when David Davis the elder took a mineral lease at Blaengwawr, near Aberdare, and sunk a pit on to the 4-feet seam of the steam coal measures, a venture with which his name was always identified in the title popularly conferred on him of "David Davis, Blaengwawr." Shortly after he added another steam colliery in the same district at Abercwmboi. By



MR. FREDERICK LEWIS DAVIS
Chairman of the Company

1839 he had attained what was then a position in the South Wales coal trade; his total output for that year being 8,978 tons. The next twenty years David Davis spent in developing Blaengwawr and Abercwmboi. During that period Welsh Steam Coal was gradually making its name and extending its markets; but was being worked only from districts near Aberdare and Merthyr, the existence of steam coal in the Rhondda Valley being in doubt even in the minds of geological and mining authorities until the second half of the century. But whilst the steam measures of the Rhondda remained an unknown quantity, important developments had taken place in the upper and bituminous measures, the Rhondda No. 2 and the Rhondda No. 3 seams being found at the southern end of the valley in good thickness and of fine quality.

Early in the sixties, David Davis, Blaengwawr, acquired a lease of minerals in the Rhondda Fach Valley. His first intention was to sink to and win the No. 3 Rhondda seam which was proving highly profitable to the neighbouring coalowners. This seam was duly reached, but found to be unworkable, and David Davis found himself faced with the disappointments and heavy financial loss of an abortive sinking. He refused to accept defeat, and decided to attempt the lower steam measures. This was successful, and in 1862 the 4-feet seam of steam coal was struck in what is now called the Ferndale No. 1 Pit, at a depth of 280 yards. The steam coal proved, development quickly followed. In 1866, David, Lewis, Frederick and William, the four sons of David Davis, were brought into the Ferndale venture, and the firm of D. Davis & Sons was constituted. In the same year came the first change with the death of David Davis the elder; the management vesting in his sons. The output of "Ferndale" rapidly increased, and by 1870 the Firm, with an output totalling 239,204 tons, had attained a leading rank amongst Welsh coalowners.

William Davis retired from the Firm in 1869, the Firm consisting of the three brothers until the death of Frederick Davis in 1876. During the succeeding eight years the two brothers, David Davis (who was distinguished from his father by the name of "David Davis, Maesyffynon") and Lewis Davis, retained control of the undertaking, dwelling in the district and maintaining the closest personal interest in the development of their collieries and



FERNDALE Nos. 1 and 5 PITS



MANAGERS AND OFFICIALS OF THE COMPANY'S COLLIERIES

in the well-being of the population dependent upon them. Steadily the property grew in size and in output, further additional area was acquired, new pits were sunk; and when, in 1884, came the first break in the long fraternal partnership with the death of David Davis. Maesyffynon, the Ferndale Collieries were turning out over 800,000 tons of coal annually. In January, 1888, Lewis Davis died, and the control of what had now become one of the greatest colliery undertakings in the coal field devolved on his son, Mr. Frederick Lewis Davis. In taking over these heavy responsibilities, Mr. F. L. Davis had the valuable assistance of men who had long been connected with the undertaking, including Mr. David Evans at the Collieries, Mr. Benjamin Lewis in Cardiff, Mr. Charles Hull in London, and Monsieur Jules Vasse in Paris. In 1890 the partnership of D. Davis & Sons was converted into a limited company, the members of the family retaining the chief interest. The next great alteration came in 1894 with the acquisition of the Tylorstown group of collieries which adjoined the south-eastern boundary of the then Ferndale properties. Since that date no further additions have been made to the territory held by the Company, the Directors having confined their efforts to developing the large area held, increasing the output, and improving the equipment in the direction of greater safety and comfort for their men and economy in cost of production.

THE FORMATION OF THE COMPANY.

The prospectus of the present Company was issued on the 1st May, 1890, with a capital of £450,000 in 45,000 ordinary shares of £10 each, and a Directorate consisting of Messrs. Fred. L. Davis, F. Edwards (now Sir Francis Edwards, Bart., M.P.), Charles Hull, London; W. W. Joseph, Swansea; Benjamin Lewis, Cardiff; Jules Vasse, Paris; and H. L. Warner, London. The ordinary capital still stands at £450,000, but the Company has since issued £100,000 in 6 p.c. cumulative Preference Shares of £10 each, so that the total share capital is to-day £550,000. With the first issue of capital £225,000 was also issued in 5 p.c. Debentures, all of which have since been redeemed. On the acquisition of the Tylorstown Properties in 1894, further debentures, totalling £223,000, were issued, of which £148,000 have been redeemed, leaving £75,000 still



FERNDALE Nos. 2 and 4 PITS



THE DIRECTORS OF THE COMPANY

outstanding. The output, which in 1890 was under 1,100,000 tons, now approximates 1,750,000 tons per annum ; and it is a fine tribute to the skill with which the affairs of the Company have been handled that whilst this great growth in the output—and consequently in earning power—has been secured, the capital and debentures of the Company to-day total £625,000, as against £675,000 when the Company was first formed eighteen years ago.

THE COMPANY'S BOARD OF DIRECTORS.

The present Directors of the Company are Messrs. Fred. L. Davis, Miles Leonard Davis, Jules Vasse, H. L. Warner, and J. Bell White.

THE CHAIRMAN OF THE COMPANY.

Mr. Frederick Lewis Davis has been at the head of the concern since 1888, and Chairman and Managing Director of the Company since its formation in 1890. Mr. Davis was born in 1863, educated at Amersham Hall and Cambridge, taking the degrees of B.A. and LL.B. He subsequently read for the Bar, and was called at the Inner Temple in 1886. Following his call to the Bar, he devoted himself to acquiring a practical knowledge of coal mining, spending two years at the Ferndale Collieries. In 1885 he contested the Rhondda Division of Glamorganshire, challenging in this constituency of miners the miners' own leader, and polling 3000 votes against his successful opponent. In 1903 the Welsh coalowners and the leaders of the miners agreed on the abolition of the Sliding Scale which had controlled the wages in the coal field since 1875, and its replacement by a Board of Conciliation, consisting of two Presidents and a number of representatives of the employers and the employed. At the unanimous request of the Coalowners, Mr. Davis agreed to act as their President on the Board, a position which he has since held with brilliant success and the appreciation of both sides. Amongst other offices Mr. Davis has acted as High Sheriff of the County of Glamorgan, is a Member of the Royal Commission now sitting on Accidents in Mines, and is a Director of the Barry Railway Company and of the Vale of Glamorgan Railway Company.

Chairman of the Coalowners' Representatives on the Conciliation Board, whose decisions control the well-being of three counties ; head of one of the greatest of our Colliery undertakings, and



MR. THOMAS VIVIAN-REES.
The Secretary of the Company

Director of two of our leading railway and dock undertakings, with the advantages gained from his early training developed and broadened by twenty years of experience in the control of men, the movements of commerce, and the handling of finance, Mr. Frederick Lewis Davis stands to-day in the first rank of the country's "captains of industry."

Mr. Miles Leonard Davis is also a grandson of David Davis Blaengwawr, the founder of Ferndale. Mr. M. L. Davis was trained as an engineer, and has done practical work both in mining and in civil engineering, his experience in the latter capacity including four and a half years on the construction of the Barry Railway and Docks.

Monsieur Jules Vasse for years represented "Ferndale" as Continental Agent. He retired from active business some years ago, but still brings to the Company's service the benefit of his long experience, and takes the keenest interest in its success.

Mr. H. L. Warner was connected with the property some years before its conversion into a limited company. He devotes himself with conspicuous thoroughness and ability to his work as a Director of the Company, and has the advantage of a close and detailed knowledge of every section of the undertaking.

Mr. J. Bell White was called to the Bar in 1893 (Inner Temple and South Wales Circuit), and although not now practising, retains his connection with the legal profession as Editor of the *Law Magazine and Review*, the oldest quarterly journal of jurisprudence, and is much interested in international law (Member of Council International Law Association). A sailor by profession, he has served both in the Royal Navy and merchant service (Commander in the Reserve and a Younger Brother of the Trinity House). He still takes a keen interest in nautical matters, and is an Associate of the Institution of Naval Architects, a Member of Council Navy Records Society, and a life member (and sometime Corresponding Member of Council) of the Royal United Service Institution. He has for a number of years taken practical and active participation in mining, both in this country and abroad (Associate Member South Wales Institute of Engineers), and has recently acquired an interest in the china clay trade, being Chairman of the North Cornwall China Clay Company (1908). His wife is a daughter of the late David Davis, of Maes-y-ffynon.



FERNDALE Nos. 6 and 7 PITS

THE SECRETARY OF THE COMPANY.

Mr. Thomas Vivian-Rees has his headquarters at the Registered Offices of the Company at Cardiff. He comes of an old Cardiff family, and has been for a quarter of a century in the service of D. Davis & Sons, having occupied his present position since the Company was formed in 1890. Outside his official life Mr. Vivian-Rees, who is a brilliant platform speaker, and is noted as the possessor of an exceptional memory, is always ready to lend his aid to any good cause, and the charitable institutions of Glamorganshire have for years benefited by his efforts on their behalf.

THE FERNDALE MINERAL PROPERTY

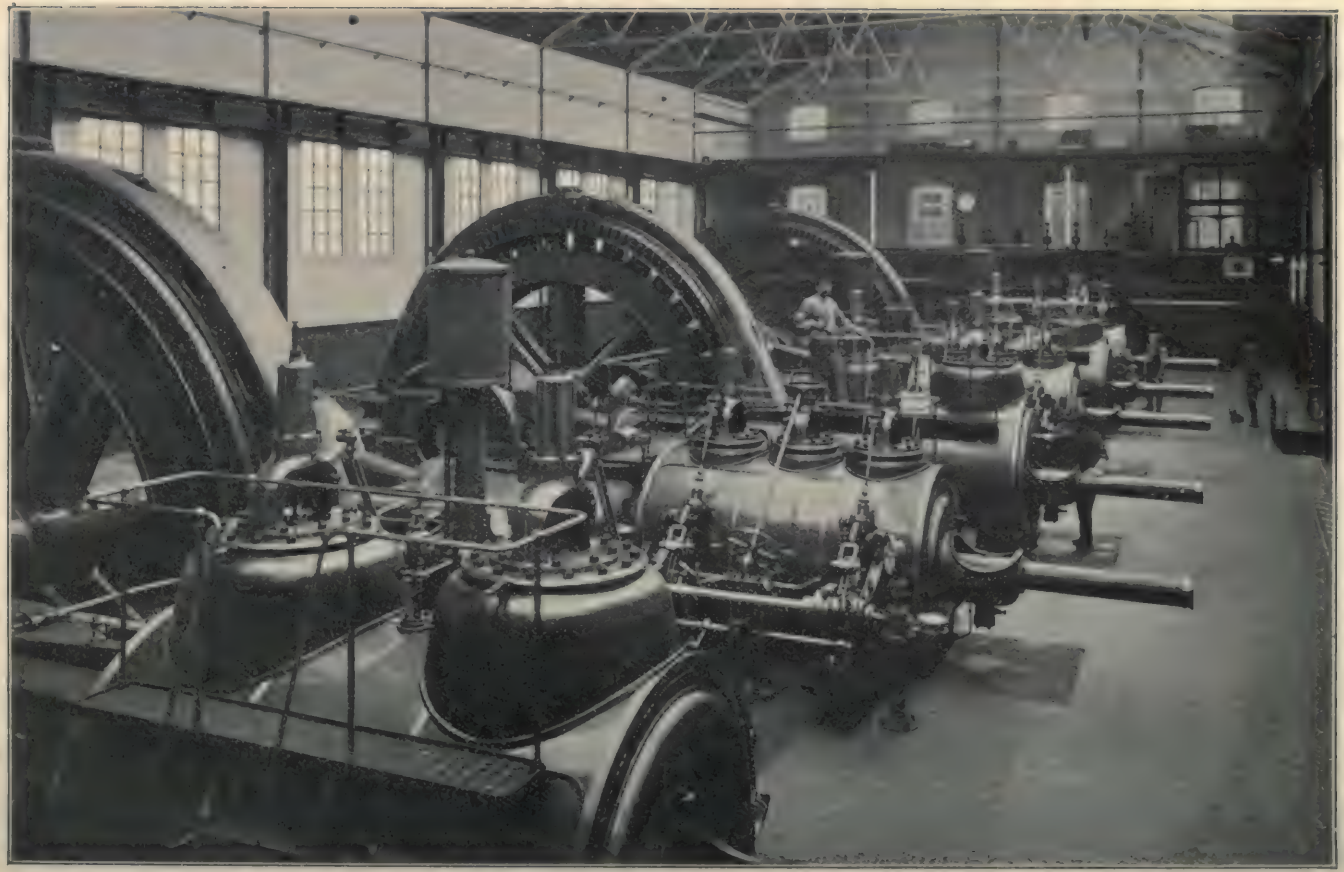
Embraces all the seams underlying a surface area of between six and seven square miles, covering one continuous coalfield extending from the Valley of the Rhondda Fach to the Valley of the Rhondda Fawr. The two-feet-nine seam, the top of the series of steam coal seams, is found at depths varying from 244 yards to 411 yards from the surface. Below the two-feet-nine the following seams lie :—

Name of Seam	Thickness, feet	inches
Four-feet Seam	5	6
Six-feet ,, ...	5	6
Nine-feet ,, ...	9	0
Bute Seam	4	0
Five-feet Seam	5	0

The seams are intersected by nine winding pits, and a number of ventilation shafts ranging in depth from 240 yards to 560 yards. The winding pits are known as Ferndale Pits, Nos. 1 to 9 respectively, and are grouped into five collieries, each with its independent machinery, plant, and railway connections. All the collieries are served by the Taff Vale Railway, which carries the coal direct to Cardiff or Penarth, or hands it over at Hafod Junction to the Barry Railway Company for conveyance to shipment at the Barry Docks.

THE COLLIERIES.

Of the five Ferndale groups of Collieries, that which embraces the Nos. 8 and 9 Pits may be described. These pits are sunk to



INTERIOR CENTRAL POWER STATION

the 9-feet seam, a depth of 512 feet. In reaching this depth they intersect the 2-feet-9-in., the 4-feet, and the 6-feet seams, the bulk of the output now coming from the 4-feet and 6-feet. The ventilation is by an electrically driven Sirocco fan. Duplicate motors have been erected, driving by ropes on to each end of the fan shaft, each capable of producing the 300,000 cubic feet of air per minute required for full ventilation of these collieries. This arrangement of keeping one set as a standby has proved of great value, avoiding the risks of delay and the serious resultant loss of any interference with the ventilation.

A carefully designed system of watering the roadways and freeing the atmosphere underground of coal dust is in operation, consisting of pipes running throughout, with jets fitted at intervals of about 40 yards. The extent of this installation can be gauged from the fact that the pipes laid for this purpose throughout all the Ferndale Pits cover a distance of 33 miles.

Electric incandescent lamps light the bottom of the pit, and in the underground roads and workings "Henry Davies" safety lamps are used, the patentee being an Engineer in the employ of the Company. The seams are worked on the Longwall system. As the coal is loaded at the face, the trams are taken by horses or small compressed-air haulage engines to the main roads. Over the main roads the trams are hauled to the pit bottom by means of electrically driven haulage engines of 200 horse-power. These convey the trams—in some cases over a mile in distance—at a uniform rate of 6 miles per hour. As the trams reach the pit bottom, they are loaded into the cages and raised to the surface, the time allowed for removing the empty trams, substituting the laden trams, and raising the cage 512 yards to the surface being 45 seconds.

THE ELECTRIC WINDER.

The winding plant of the No. 9 Pit is electric, and is the first electric winding machinery of any size to be operated in the South Wales Coalfield. It was supplied by the Lahmeyer Electrical Co., and is worked on what is known as the Ilgner System, consisting of a 16-feet parallel drum coupled to two direct current motors mounted on either side, each giving a maximum output of 1,250


Mr. DAVID HANNAH, J.P.
General Manager of the Ferndale Collieries
Mr. W. H. PATCHELL, M.I.C.E.
Consulting Electrical Engineer of the Company.

horse-power. The necessary continuous current for driving the winder motors is obtained through a large Ilgner Motor Generator, consisting of a three-phase 2,200 volt motor (750 horse-power) driven direct from the power station supply. A continuous current generator is fitted of sufficient capacity to supply the winding motors with current corresponding to their maximum output, and also a large cast steel flywheel, weighing approximately 30 tons, coupled on the same shaft. The object of the flywheel is to supply the necessary power to the continuous current Generator in excess of that supplied by the three-phase motor in order to generate sufficient power for the winder-motors during the early part of the wind, when the load is very heavy. The flywheel, when running at its full speed of 500 revolutions per minute, contains enormous energy, which it gives out when required for short periods. This has the effect of equalizing the load taken from the power station. The size of the flywheel is 13 feet diameter, and 3 feet wide on rim.

The pit is fitted with a balance rope, and the electric winder is capable of raising 1,800 tons in a nine-hour shift from the depth of 512 yards.

SCREENING AND LOADING THE COAL.

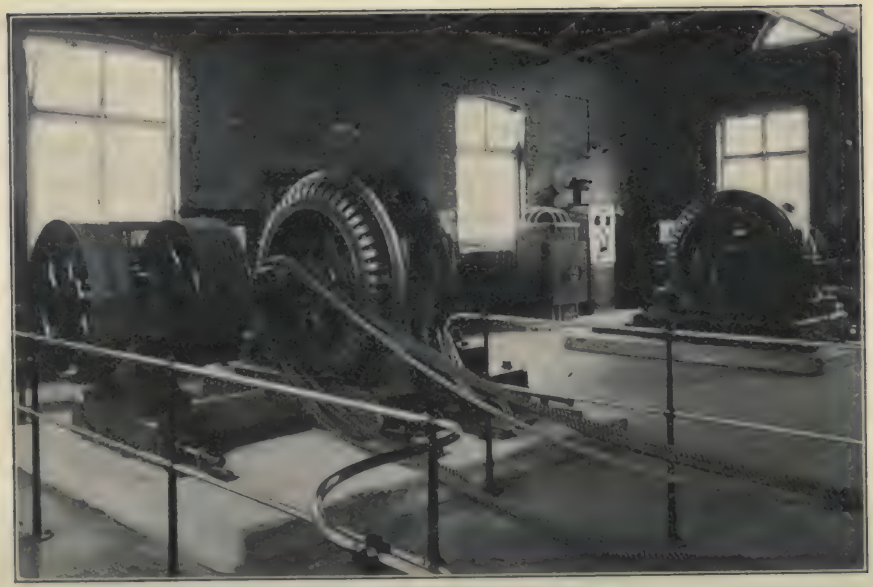
As the cage reaches the surface the loaded trams run on to a travelling chain, which automatically conveys them to the screening house. There each tram in turn is passed into a tippler, which, slowly revolving, transfers the coal on to the bars of an iron screen. This screen consists of iron bars $1\frac{1}{8}$ in. apart, sloped at an angle which allows the large coal to gravitate to the bottom, the small falling between the bars. At the bottom of the screen the large coal reaches a travelling belt. As this moves, carrying the coal a distance of 60 feet, the latter runs the gauntlet of a number of men who extract anything in the shape of dirt or foreign matter. At the end of this journey the coal, cleaned and free of small, is deposited into a railway wagon, into which the delivery end of the travelling belt is lowered, so as to prevent breakage. As each wagon receives its complement of 10 tons of coal, it is marshalled into one of the colliery sidings, ready for transference to the docks at Cardiff, Penarth, or Barry, on its way to consumers in one or other parts of the world.



THE OFFICE STAFF AT THE COMPANY'S COLLIERY OFFICES



FERNDALE Nos. 8 and 9 PITS



ELECTRIC FAN HOUSE, FERNDALE No. 9 PIT

The whole process from the time the loaded tram reaches the main road, until the coal lies in the railway wagon, is operated electrically. Electric fans and pumps keep the underground workings free of foul air and of water. Electric haulage engines draw the trams through the underground roads. An electric winder carries them at the rate of a mile a minute to the surface, where electrically operated creepers, tipplers, and cleaning belts complete the conversion of the natural deposit into the marketable product.

THE MANAGER OF THE COLLIERIES.

Mr. David Hannah has spent his life in the Welsh mining district. His first training as a Mining Engineer was secured at the Powell Duffryn Collieries. After spending seven years with that Company, he received an appointment under the Ocean Coal Co., later acting as Surveyor for the whole of the Ocean Mines. From that post he was appointed Under Manager of the Ocean Eastern Collieries, which he resigned in 1889 to take up the position of Assistant to Mr. David Evans, the General Manager of the Ferndale Collieries. On the death of his chief about a year later, Mr. Hannah was entrusted with the general management of the whole of the Collieries. The success with which, over the long intervening period, he has worked for the important interests entrusted to him is evidenced in the comparative immunity from accidents, and disputes with the men, and the great development of the undertaking which have since 1890 been special features in the conduct of D. Davis & Sons. In colliery disasters in the coalfield Mr. Hannah is always amongst the first to lend aid and to risk his life in efforts at rescue. He takes an active interest in the well-being of the thousands of men working in the Ferndale Collieries, and in those dependent on them. Mr. Hannah's chief assistant in the management of the Collieries is Mr. F. Llewellin Jacob, who has had nearly twenty years' experience in the South Wales Coalfield.

THE WAGON SHOPS.

A number of the leading Welsh Colliery Companies repair their wagons in their own shops, but D. Davis & Sons have gone a step further, and in addition to doing their repairs they build their railway wagons. For this purpose a fine works has been erected at Ferndale, equipped with the best machinery, run by electrical power drawn



THE WAGON SHOPS

from the Company's central power station. The main building of the wagon works is 240 feet by 65 feet, with a height of 22 feet. Railway lines run the whole length of the building. The machinery includes electric hammers, drills, planes, and saws, for dealing with the timber, iron, and steel used in wagon construction. The shop is capable of turning out ten new wagons per week, in addition to doing the repairing work of the Company. In an adjoining building the wagons are painted. A further extension is now completing, in which the steel trams used underground will also be built. This department is in charge of Mr. J. S. Rose.

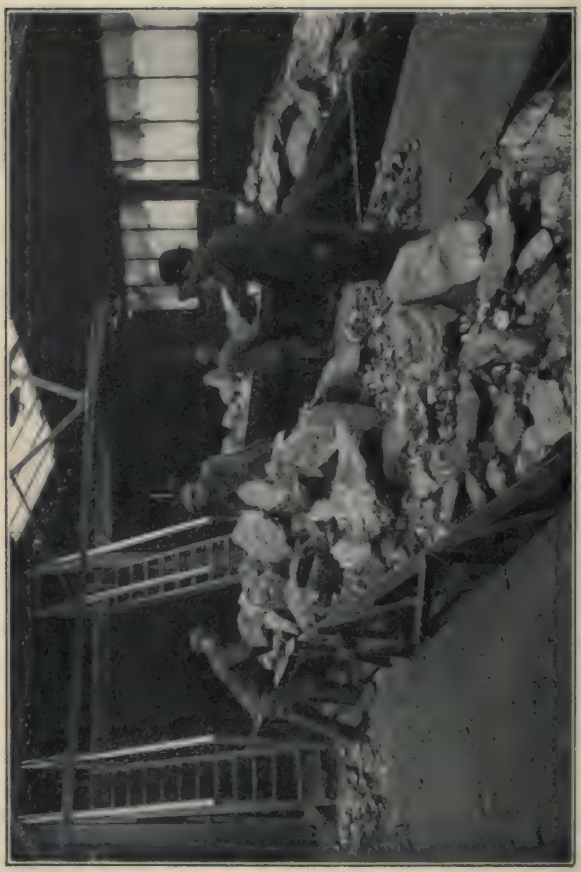
THE ELECTRICAL POWER PLANT.

Always advancing, the Directors and officials of D. Davis & Sons, Limited, have during the past three years practically re-powered the whole of their collieries. The general scheme on which this has been carried out consists of a power station at the south-eastern end of the property, producing electrical power equivalent to 7,500 horse power. From the central station the power is distributed by overhead cables to the various pits, where at sub-stations it is reduced to a suitable voltage for the various motors. From this main source the energy is drawn to work pumps, fans surface and underground haulage, winding engines, and screens. Already the steam engine has been largely replaced by the electric motor, and in a few years nearly all the mechanical work of the Ferndale Collieries will be done by electricity.

The main power station is a brick building constructed on a steel frame, which sustains the whole weight of the roof and upper floors. The interior, with walls of glazed white bricks and windows in the roof and sides, is splendidly lighted. A travelling electric crane, with a lifting power of 30 tons, is fitted overhead, to cover the whole length of the building.

The necessary steam is provided by 4 water-tube boilers made by the Stirling Boiler Co., each having 6,209 sq. ft. of heating surface. Each boiler is provided with underfeed mechanical stokers and a steam superheater of the McPhail type, and is capable of evaporating 30,000 lbs. of water per hour at a pressure of 180 lbs. per square inch.

The generating plant consists of 3 cross compound horizontal



CLEANING BELTS AT FERNDALE Nos. 8 and 9 PITS



STAFF AT THE CARDIFF OFFICE OF THE COMPANY.



FERNDALE SMOKELESS STEAM COAL ON ITS WAY TO THE PORT OF SHIPMENT

engines, made by Messrs. Sulzer Bros., each of which is capable of giving 2,500 brake-horse-power at normal load.

The generators are of the fly-wheel type, manufactured by the Lahmeyer Electrical Co. The energy is 2,200 volts, 3-phase at 25 cycles.

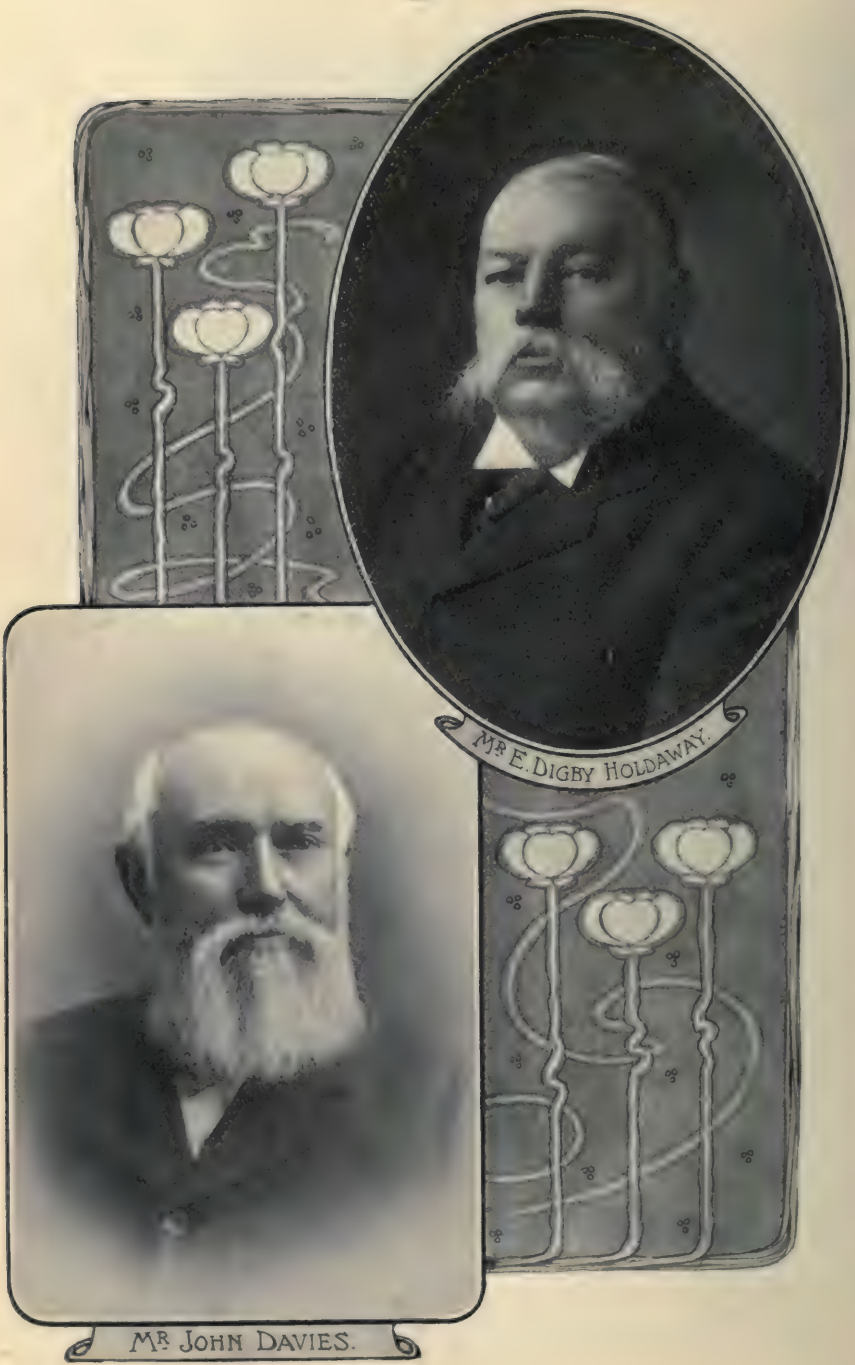
The electric current is taken from the generators to the main switchboard, which is situated at the south end of the building. The operating platform is occupied by a series of desks, from which the main generators are controlled, and switch pillars controlling the feeders. These desks and pillars merely carry switch handles and low-tension instruments. The actual switches themselves are enclosed on a lower storey. This has the advantage of giving ample room for the disposition of the high-tension gear in a chamber which need only be visited for the purposes of inspection, and leaves the switchboard operators free to attend to their duties on a platform which is safer even than a switchboard of an ordinary low-tension station.

THE CONSULTING ELECTRICAL ENGINEER.

The whole of the electrical equipment has been carried out by Mr. William Henry Patchell, M.Inst.C.E., M.I.E.E., in conjunction with Mr. David Hannah and the other officials of the Company. Mr. Patchell, who is also a mechanical engineer of the highest standing, is a leading authority on electricity, having sat on Government Commissions on the Use of Electricity in Mines and on British Electrical Standards, and acted as Vice-President of the Institution of British Electrical Engineers. He has had thirty years' practical experience, during which he has carried out in London, in the provinces, and abroad, some of the largest electrical schemes in the world, one of which represented over a million of capital, and included 200 miles of mains. In 1906 Mr. Patchell started in practice as a Consulting Engineer, and is now in charge of a number of electrical equipments, particularly in mines.

TRANSPORT.

The different Ferndale Collieries lie at distances from the Cardiff Docks varying from 18½ to 20¾ miles. The Taff Vale Railway runs into all the Collieries, and in the case of "Ferndale" coal



Mr E. Digby Holdaway.

Mr John Davies.

shipped at Cardiff or Penarth conveys it the whole distance. For Barry the Taff Vale Railway carries the coal to Hafod Junction, a distance of from 4 to 6 miles from the Collieries. At this junction the Barry Railway Company's locomotives take up the wagons for conveyance to Barry Docks. At all the Docks the coal is shipped under the supervision of the Company's foremen, and trimmed by men under their control.

THE COMMERCIAL MANAGERS.

The marketing of the coal is in the hands of the Joint Commercial Managers, Mr. E. Digby Holdaway, and Mr. John Davies. Mr. Edward Digby Holdaway commenced his business career and joined the service of D. Davis and Sons at their Cardiff office in 1866. Steadily moving upward, in 1883 he became Cashier to the Company. This post he held until 1895, when on the retirement of Mr. Benjamin Lewis, he was appointed to his present position.

His *confrere*, Mr. John Davies, commenced his long connection with the Welsh coal trade in 1864, when he entered the shipping offices at Cardiff of the Dunraven Collieries, then owned by Mr. Thomas Joseph. Mr. Davies' connection with these collieries lasted for a quarter of a century. In 1890 Mr. Davies commenced business as a coal exporter. This he continued until 1895, when, on the invitation of the Directors of D. Davis & Sons, he accepted the position of Joint Commercial Manager of their Company.

To find a regular outlet for the immense production of the Ferndale Collieries, to secure the best prices, and to adjust any difficulties arising with customers, demand exceptional energy, foresight, and tact. These qualities, in combination with an absolute straightforwardness and integrity in all their dealings, have been the cause of the respect and esteem in which Mr. Holdaway and Mr. John Davies are held on the Cardiff Exchange, and by all interested in the purchase and shipment of "Ferndale."

Amongst other officials at the Cardiff offices are Mr. J. Y. Strawson, the Cashier, Mr. E. C. Herman, who has charge of the Shipping and Traffic Department, and Mr. Eustace Richards and Mr. J. L. Williams, the Accountants to the Company.



FERNDALE SMOKELESS STEAM COAL AT ST. VINCENT

THE LONDON MANAGER.

The London Manager is Mr. Robert Smith. Mr. Smith was appointed Continental Agent of the Company in 1899, with headquarters in Paris. In 1903, whilst still retaining the Continental Agency, he was made Manager of the London Office ; and in both positions has proved himself of the greatest value in extension of markets and the development of the commercial side of the Company's business.*

FERNDALE SMOKELESS STEAM COAL AND ITS MARKETS.

Welsh Steam Coal, the product of the South Wales Coalfield, is world-famed ; but within that coalfield there is one charmed area, on which the British Admiralty has set its mark as containing the finest steam coal for naval work. Coal that is smokeless, coal that is of such physical condition as to stand shipment and storage, and beyond all, coal that possesses the maximum steam-raising power. In the middle of this carboniferous *sanctum sanctorum* lies the Ferndale property, sending out one and three-quarter million tons of coal annually, which being worked from one continuous field of coal is of an absolute regularity of quality.

Ferndale Smokeless Steam Coal is on the Admiralty List for the supply of the British Navy at home and foreign stations. The example of His Majesty's Navy is followed by other Governments and by the great passenger and mail lines of steamships, and " Ferndale " will be found at all the chief foreign coaling stations where the highest class Welsh steam coal is in request. The governments and steamship lines of other countries have in many cases very restricted lists of coals—sometimes not more than four or five of the best Welsh coals—which they consider good enough for their purposes. But however limited the list, Ferndale is always one of those selected as the best obtainable.

" Ferndale Small Steam " also holds rank with the best of the Welsh smalls. Ferndale coal is hard, and as a consequence the small contains an exceptional proportion of nuts. This quality,

* We regret to learn that Mr. Robert Smith died whilst this article was in the press.

combined with its low ash, makes it a favourite coal for bunkers, locomotives, stationary engines, and patent fuel manufacture.

FERNDALE AND ITS PROSPECTS.

In the fifth decade of its existence, the Ferndale Property is to-day more firmly established, better equipped, capable of larger output, and possessed of better prospects than at any previous period. After nearly fifty years continuous growth, instead of any sign of slackening, 1908 will be signalised as a year marking the opening of a new era of activity. The substitution of electricity for steam, the complete reorganization of plant and machinery, the opening of the new No. 9 Pit. will all date from this year. The mineral area of the Company contains enormous reserves, which with the economy in working and the increased production resulting from these improvements and extensions assure a long and successful life. Since the Company's formation in 1890 dividends have been dealt with on most conservative lines, and the shareholders have supported the Directors in a policy of taking large sums from profits to be utilised as capital in the further development of the undertaking. As a result, whilst the capital and liabilities of D. Davis and Sons, Limited, are to-day less than they were in 1890, the earning power of their Collieries is nearly doubled. With an annual output which should shortly approximate a figure of 2,000,000 tons of a coal world-famed as the very highest class of Welsh Smokeless Steam Coal, with their Collieries fitted above and below ground with plant and machinery of the most modern type, with a body of Directors and officials experienced, energetic, and of proved ability,—there is every assurance of a brilliant future for D. Davis & Sons, Limited, and the Ferndale Collieries.

DIARY

of the Principal Events affecting the South Wales Coal Trade from April 1st, 1907, to March 31st, 1908.

1907.

April 15.—Ebbw Vale Steel, Iron and Coal Co., Limited, *versus* Wm. Edgar Williams. Hearing commenced in the Commercial Court of an action by the Ebbw Vale Co. to recover from W. E. Williams £2,444, balance of account for coal supplied to him; W. E. Williams counterclaiming this amount for demurrage, etc., on steamers loaded by him with Ebbw Vale coal.

„ 17.—Sirhowy Valley. A Select Committee of the House of Commons commence considering two schemes for railways connecting the Sirhowy Valley with Cardiff, Penarth, and Barry: One proposed by the Great Western, London and North Western, and Rhymney Railways, jointly; the other proposed by the Barry Railway.

„ 20.—Oakdale Navigation Collieries, Ltd. The first sod of the sinking of the shaft to the new Oakdale Collieries in the Sirhowy Valley, cut by Mrs. A. B. Markham.

„ 22.—Ebbw Vale Co. *versus* Wm. Edgar Williams. Action in Commercial Court concluded with verdict for W. E. Williams. Ebbw Vale Co. give notice of appeal.

May 1.—Conciliation Board. Men apply for 11¼ per cent increase in wages.

„ 10.—Conciliation Board. Men's application of May 1st discussed, but masters and men fail to agree. Masters' offer of 7½ per cent advance not accepted. Application referred to Independent Chairman.

„ 11.—Troedyrhiw Coal Co. Completion of the sinking of a new pit 300 yards deep at Ynysfaio Colliery.

„ 22.—Miners' Eight-Hour Day.—Issue of the final report of the Department Committee appointed to enquire into the effect of an eight-hour day for miners.

DIARY.

May 26.—Glanamman Anthracite Collieries, Ltd. Registration of Company with nominal capital of £20,000.

„ 28.—Conciliation Board. Lord St. Aldwyn, the Independent Chairman, decides in favour of an increase of 11¼ per cent in the miners' wages, to apply from June 1st, bringing the wages to 52½ per cent above the standard.

June 10.—Sirhowy Valley. Committee of the House of Commons throw out the Bill promoted by the Great Western, London & North Western, and Rhymney Railway Companies, and pass the preamble of the Barry Railway Bill (see April 17th).

Sirhowy Valley. Committee of the House of Commons commence consideration of Bill promoted by the Alexandra (Newport and South Wales) Docks and Railway for gaining access to the Sirhowy Valley.

„ 12.—Sirhowy Valley. Alexandra (Newport and South Wales) Docks and Railway Bill passed by the House of Commons Committee.

„ 18.—British Coalite Co., Ltd.—Issue of Prospectus of Company. Nominal capital £2,000,000.

„ 21.—Neath, Pontardawe and Brynamman Railway Bill, for renewing powers obtained in 1903 to make a railway from Neath to Brynamman, passed by a Committee of the House of Lords.

July 2.—Phœnix Merthyr Colliery Co. (1907) Limited. Registration of Company with nominal capital of £75,000.

„ 9.—Cambrian Collieries, Ltd. New Electrical Power Station opened by Mrs. J. H. Thomas.

„ 12.—Sir William Thomas Lewis. Order of Knight Commander of the Victorian Order conferred upon him by King Edward VII.

„ 13.—Queen Alexandra Dock, Cardiff. Opened by His Majesty King Edward VII.

„ 29.—Sirhowy Valley. Bill of the Barry Railway Company passed by a Committee of the House of Lords (see also June 10th).

DIARY.

July 29.—Treforest Electrical Consumers Company, Ltd. Registration of Company with a nominal capital of £100,000. Formed for the purpose of supplying electrical energy to various collieries.

,, 31.—Conciliation Board. Men apply for an increase of 5 per cent in wages.

Aug. 1.—Miners' Eight-Hour Day. Government Bill introduced into the House of Commons.

,, 3.—Glenavon Garw Collieries, Ltd. Registration of Company with a nominal capital of £100,000.

,, 7.—Sirhowy Valley. Alexandra (Newport and South Wales) Docks and Railway Bill for powers to make a railway from Newport to the Sirhowy Valley thrown out by House of Lords Committee. Local lines only passed.

,, 12.—Conciliation Board. Men's application for 5 per cent advance in wages agreed to by Coalowners, to apply from September 1st, bringing the wages to 57½ per cent above the standard.

,, 14.—Henllys Colliery Co., Ltd. Registration of Company with a nominal capital of £15,000.

,, 16.—E. T. Agius' Branches, Ltd. Registration of Company with nominal capital of £25,000.

Sept. 24.—Mr. Thos. Wilson. Death of Mr. Thos. Wilson, a member of the firm of Adams & Wilson, Sales and Shipping Agents for the Hills Plymouth Colliery Company.

Oct. 1.—Bristol Channel Dockowners' Association. Annual meeting held at Cardiff. Mr. Ammon Beasley re-elected President.

,, 2.—*Bede Trimming Case. Hearing in the Cardiff County Court before Judge Owen of the claim of the Bede Shipping Company, Ltd. *v.* Krieger & Schliemann, Ltd., and Patrick O'Donovan for damages suffered by their

*Prior to going to press the decision of the County Court Judge was reversed in these cases by the Court of Appeal.

DIARY.

steamer for alleged negligence in trimming a coal cargo. Verdict for the Bede Shipping Co. in both actions. Notice of appeal given in both actions.

Oct. 23.—Mr. T. Forster Brown. Death of Mr. T. Forster Brown, a prominent South Wales mining engineer.

„ 29.—South Wales Institute of Engineers. Celebration of the 50th Anniversary of the Society.

„ 31.—Conciliation Board. Men apply for an increase of 2½ per cent in wages.

Nov. 6.—Mr. H. A. Griffin, J.P. Presentation of an address and loving cup to Mr. H. A. Griffin, J.P., in recognition of his services as Chairman of the Committee which successfully dealt with the revision of the trimming tariff of the Port of Cardiff.

„ 7.—Mr. David Thomas. Death of Mr. David Thomas, of Ynyshir, at the age of 81 years, one of the best known colliery engineers in South Wales.

„ 8.—Mr. Clifford J. Cory, M.P.—Baronetcy conferred upon Mr. Clifford J. Cory, member of the firm of Messrs. Cory Bros. & Co., Ltd., and President of the Cardiff Chamber of Commerce.

„ 10.—Seven Sisters Colliery. Serious explosions at Seven Sisters Colliery, near Neath, resulting in the death of 4 men.

„ 11. Conciliation Board. Men's application for 2½ per cent advance in wages agreed to by Coalowners, to apply from December 1st, bringing the wages to 60 per cent above the standard, this being the maximum wage under the existing Wage Agreement.

„ 13.—Lysberg, Ltd. Registration of Company with a nominal capital of £20,000.

„ 28.—National Conference of Miners held at Manchester.

Dec. 2.—Railway Accident at Porth. A mineral train ran into a passanger train standing at Porth Station on the T.V.R. No lives lost.

„ 7.—Ocean Coal Co., Ltd., and Wilson, Sons & Co., Ltd. Closer working arrangements announced.

DIARY.

Dec. 13.—South Wales Mineral Railway. Agreement concluded with the Port Talbot Railway Co. by which the latter Company take over the South Wales Mineral Railway as from January 1st, 1908.

„ 14.—Dinas Main Colliery. Serious explosion at Gilfach Goch in which 7 men lose their lives.

„ 18.—Albion Collieries, Cilfynydd. Mr. Tudor Davies appointed manager.

„ 21.—Miners' Agent for Taff & Cynon District. Mr. Enoch Morrell elected by ballot.

1908.

Jan. 28.—Pantyffynnon Colliery. Serious explosion. 6 men injured.

„ 30.—Sir Henry Tyler. Death of Sir Henry Tyler, Chairman of the Rhymney Iron Co., Ltd.

„ 30.—Port Talbot Railway Co. and G.W.R. Agreement with the Great Western Railway Co. arrived at whereby the latter Company works the Railways of the former Company.

„ 31.—Newport Chamber of Commerce. Mr. John Macaulay appointed President for the ensuing year.

Feb. 3.—Carmarthen Anthracite, Ltd. Registration of Company, nominal capital £100,000.

„ 7.—Cambrian Trust, Ltd. Registration of Company with nominal capital of £120,000.

„ 8.—South Wales Colliery Officials' Association. Presentation to Mr. W. W. Hood on the occasion of completion of 21 years' service as Secretary of the Association.

„ 12.—Mr. Cornelius Lundie. Death at the age of 92, of Mr. Cornelius Lundie, for many years General Manager of the Rhymney Railway Co.

„ 13.—Mr. A. Baldwin, M.P. Death of Mr. Alfred Baldwin, M.P., Chairman of the Great Western Railway Co. and Baldwins, Ltd.

„ 14.—Mr. Morgan W. Davies. Death of Mr. Morgan W. Davies, mining engineer, of Swansea.

DIARY.

Feb. 20.—Miners' Eight-Hour Day. Bill introduced into the House of Commons by the Home Secretary, Mr. Herbert Gladstone.

„ 23.—Mr. Philip Morel. Death of Mr. Philip Morel, head of the firm of Morel, Ltd.

„ 25.—United Caepontbren Collieries, Ltd. Registration of Company, nominal capital £85,000.

„ 26.—Cambrian Collieries, Ltd. and Glamorgan Coal Co., Ltd. Messrs. Hood having sold their interest in the Glamorgan Company to Messrs. D. A. Thomas and others on behalf of the Cambrian Collieries, the following change in Directorate of the former Company was completed: *Resigned*: Messrs. W. W. Hood, J. A. Hood, J. W. Crooke, and Robert Duncan; *Elected*: Messrs. D. A. Thomas, M.P., J. H. Thomas, Leonard W. Llewellyn, and P. H. Thomas. Mr. D. A. Thomas, M.P., elected Chairman and Managing Director.

March 13.—Mr. T. J. Masters. Death of Mr. T. J. Masters, proprietor of the Cardiff Navigation Colliery Co.

„ 16.—Mr. Philip Jones, M.E. Presentation to Mr. Philip Jones, M.E., on his retirement from the managership of the Albion Colliery.

„ 16.—South Wales Miners' Federation. Annual Conference commenced at Cardiff.

„ 25.—South Wales Electrical Supply Corporation Bill passed by a Committee of the House of Lords.

„ 27.—Mr. Arthur Williams. Presentation to Mr. Arthur Williams, Cardiff Manager of Messrs. Wilson, Sons and Co., Ltd., on his promotion to the position of Assistant Manager in London.

„ 28.—Mr. Thos. Webb. Death of Mr. Thos. Webb, Chairman of the Ocean Coal Co., Ltd., Director of Wilson, Sons and Co., Ltd., a pioneer of the Barry Docks, Director of the Barry Railway Co. and the Vale of Glamorgan Railway Co.

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

WAGES.

WAGES.

The conditions which now regulate wages in the South Wales Coalfield have resulted from a gradual process of negotiation between Masters and Men extending over the past half century.

Up to 1864 each Colliery Owner made the best terms possible with his own employees, and on neither side was there any combined action in dealing with wages.

THE COALOWNERS' ASSOCIATION.

In 1864 the first Association of Coalowners was formed under the title of the Aberdare Steam Collieries Association. The members of this Association controlled only about fifteen per cent of the output of the coalfield. Persistent efforts were made to bring in the general body of Coalowners, and in 1873 success was attained, when a coalition was effected between the Collieries owned by the Ironmasters and the Collieries whose output was placed on the market. As a result, the Monmouthshire & South Wales Coalowners' Association was formed, controlling 75 per cent of the total output of the Coalfield. Although reconstructed in 1880, and again in 1890, the 1873 Association has continued to increase its influence, until to-day its members, with a total output of 38,000,000, represent about 80 per cent of the entire output of South Wales and Monmouthshire. On the Workmen's side, the first Association was formed in 1871, under the auspices of "The Amalgamated Association of Miners," an Association having its headquarters at Manchester.

WAGES.

THE SLIDING SCALE —1875 to 1902.

Between 1871 and 1875 three prolonged general strikes, and innumerable local disputes, had caused enormous loss to both masters and men. These differences culminated in the great strike of 1875, which, commencing on the 1st of January, lasted until the 1st of June of that year.

During the currency of this stoppage, Sir William Lewis pressed upon the leading Coalowners the desirability of formulating an automatic Scale of Wages depending upon the price of Coal; and at a meeting of the Coalowners' Association held on the 14th May, 1875, on the proposition of Lord Swansea (then Mr. H. H. Vivian), seconded by Mr. John Nixon, a Committee was appointed to consider a sliding Scale of Wages, based on the selling price of Coal. After prolonged negotiations, on the 11th December, 1875, the first Sliding Scale Agreement was made. This provided that the Wages paid at each Colliery in 1869 plus 5 per cent, should constitute the standard of wages, and the following should constitute the standard of prices :—

Steam Coal ..	12s.	f.o.b. Cardiff, Newport, or Swansea.
Mynyddislwyn and No. 3 Rhondda Coal	11s.	

The Sliding Scale to be, that for every 1s. per ton obtained by the Coalowners in excess of the standard prices, the wages of the men should be raised 7½ per cent. The prices obtained for the Coal to be ascertained half-yearly, and to be the average of all the Large Coal sold during the previous six months. The wages not to fall below the standard wage, and not to exceed 67½ per cent above the standard wage.

The principle of the Sliding Scale continued to control the wages in the South Wales Coalfield from 1875 to the end of 1902. It was controlled by a joint Committee of employers and workmen, under the Chairmanship, from 1875 to 1879, of Mr. David Davies; from 1880 to 1899 of Sir William Lewis; from 1900 to 1902 of Mr. Archibald Hood; and during the last part of its existence in 1902, of Mr. William Jenkins. Throughout the whole period from 1875 to 1902 Mr. William Abraham occupied the position of Vice-Chairman.

The Sliding Scale Agreement was revised in 1880, 1882, 1890, 1892, and finally in 1898, the main differences being set out in the table overleaf.

STATEMENT SHOWING THE MAIN POINTS IN THE DIFFERENT SLIDING SCALE AGREEMENTS REGULATING WAGES IN THE SOUTH WALES COALFIELD FROM 1875 TO THE END OF 1902.

Date of Agreement.	Standard Wage.	Standard Price f.o.b. Cardiff, Newport, and Swansea.	Rise and Fall.	Period for Audits to ascertain prices realized.	Minimum Wage.	Maximum Wage.
1875	Wages paid in 1869 plus 5%	Steam 12/– Mynyddislwyn & Tillery 11/– No. 3 Rhondda 11/–	7½% in wages for each 1/– in price.	6 months.	Standard.	67½% above Standard.
1880	Wages paid in Dec., 1879.	Steam 8/6 House 8/–	2½% for each 4d. per ton in price, with additional 2½% for each 1/4 per ton when Steam Coal above 13/2 & House 12/8 per ton	4 months.	None.	None.
1882	Wages paid in Dec., 1879.	Between 7/8 and 8/– for all Coal.	2½% for each 4d. in price, in 1887 it was agreed to alter this to 1¼% for each 2d. in price.	4 months.	None.	None.
1890	Wages paid in Dec., 1879.	Between 7/10½ and 8/– for all Coal. Anthracite to be excluded from Audit.	1¼% for each 1½d. per ton. = 10% in the 1/–.	3 months.	None.	None.
1892	Wages paid in Dec., 1879.	7/10¼ and 8/–. Anthracite to be excluded from Audit.	1¼% for each 1·71d = 8¾% per 1/–.	2 months.	None.	None.
1898	Wages paid in Dec., 1879.	7/10¼ and 8/–. Anthracite to be excluded from Audit.	1¼% for each 1·71d. = 8¾% per 1/–.	2 months.	None.	None.

WAGES.

TABLE SHOWING THE VARIATION IN WAGES FROM 1875 TO THE 31ST AUGUST, 1908.

From January 1st, 1876, to January 31st, 1880, the wages remained at the standard, viz., the wage paid in each Colliery in 1869, plus 5%.

WAGES FROM FEBRUARY 1ST, 1880, TO AUGUST 31ST, 1906.

PERIOD.		Wages above the standard; the standard being the wage paid at each Colliery in Dec., 1879.	PERIOD.		Wages above the standard; the standard being the wage paid at each Colliery in Dec., 1879.
From	To		From	To	
1880	1881		1890	1890	
Feb. 1	June 30	5 %	Jan. 1	April 30	32½ %
1881			May 1	July 31	46¼ ,,
July 1	Oct. 31	7½ ,,	Aug. 1	Oct. 31	50 ,,
	1882			1891	
Nov. 1	May 31	10 ,,	Nov. 1	Jan. 31	52½ ,,
1882	1883		1891		
June 1	Oct. 31	15 ,,	Feb. 1	April 30	55 ,,
1883	1885		May 1	Oct. 31	57½ ,,
Nov. 1	Feb. 28	17½ ,,	Nov. 1	Dec. 31	53¾ ,,
1885			1892	1892	
Mar. 1	June 30	15 ,,	Jan. 1	Jan. 31	46¼ ,,
July 1	Oct. 31	12½ ,,	Feb. 1	Mar. 31	43¾ ,,
	1886		April 1	May 31	40 ,,
Nov. 1	Feb. 28	10 ,,	June 1	July 31	36¼ ,,
1886			Aug. 1	Sept. 30	33¾ ,,
Mar. 1	Oct. 31	7½ ,,	Oct. 1	Nov. 30	28¾ ,,
	1887			1893	
Nov. 1	Feb. 28	5 ,,	Dec. 1	Feb. 28	22½ ,,
1887	1888		1893		
Mar. 1	Oct. 31	2½ ,,	Mar. 1	Mar. 31	20 ,,
			April 1	May 31	13¾ ,,
1888	1889		June 1	July 31	10 ,,
Nov. 1	Mar. 31	7½ ,,	Aug. 1	Sept. 30	11¼ ,,
1889			Oct. 1	Nov. 30	12½ ,,
April 1	April 30	15 ,,		1894	
May 1	Aug. 31	17½ ,,	Dec. 1	Jan. 31	20 ,,
Sept. 1	Sept. 30	22½ ,,	Feb. 1	Mar. 31	26¼ ,,
Oct. 1	Dec. 31	25 ,,	April 1	May 31	30 ,,

WAGES.

PERIOD		Wages above the standard; the standard being the wage paid at each Colliery in Dec., 1879.	PERIOD.		Wages above the standard; the standard being the wage paid at each Colliery in Dec., 1879.
From	To		From	To	
1894	1894		1900	1900	
June 1	July 31	27½ %	Oct. 1	Nov. 30	71¼ %
Aug. 1	Sept. 30	23¾ ,,		1901	
Oct. 1	Nov. 30	22½ ,,	Dec. 1	Jan. 31	73¾ ,,
	1895		1901		
Dec. 1	Jan. 31	21¼ ,,	Feb. 1	Mar. 31	73¾ ,,
1895			April 1	May 31	78¾ ,,
Feb. 1	Mar. 31	20 ,,	June 1	July 31	76¼ ,,
April 1	May 31	18¾ ,,	Aug. 1	Sept 30	72½ ,,
June 1	July 31	17½ ,,	Oct. 1	Nov. 30	68¾ ,,
Aug. 1	Sept. 30	15 ,,		1902	
	1896		Dec. 1	Jan. 31	66¼ ,,
Oct. 1	Jan. 31	12½ ,,	1902		
1896			Feb. 1	Mar. 31	63¾ ,,
Feb. 1	July 31	11¼ ,,	April 1	May 31	53¾ ,,
	1897		June 1	July 31	48¾ ,,
Aug. 1	Mar. 31	10 ,,	Aug. 1	Sept. 30	47½ ,,
1897	1898		Oct. 1	Nov. 30	47½ ,,
April 1	Jan. 31	11¼ ,,	Dec. 1	Dec. 31	48¾ ,,
1898			1903	1903	
Feb. 1	April 8	12½ ,,	Jan. 1	Mar. 31	48¾ ,,
April 9	Aug. 31	General Strike	April 1*	Nov. 30	48¾ ,,
Sept. 1	Nov. 30	17½ %		1904	
	1899		Dec. 1	Nov. 30	43¾ ,,
Dec. 1	Jan. 31	20 ,,	1904	1905	
1899			Dec. 1	May 31	38¾ ,,
Feb. 1	Mar. 31	18¾ ,,	1905		
April 1	May 31	22½ ,,	June 1	Aug. 31	33¾ ,,
June 1	July 31	23¾ ,,		1906	
Aug. 1	Sept. 30	25 ,,	Sept. 1	May 31	30 ,,
Oct. 1	Nov. 30	28¾ ,,	1906		
1899	1900		June 1	Aug. 31	32½ ,,
Dec. 1	Jan. 31	30 ,,		1907	
1900			Sept. 1	Feb. 28	37½ ,,
Feb. 1	Mar. 31	35 ,,	1907		
April 1	May 31	48¾ ,,	Mar. 1	May 31	41¼ ,,
June 1	July 31	53¾ ,,	June 1	Aug. 31	52½ ,,
Aug. 1	Sept. 30	58¾ ,,	Sept. 1	Nov. 30	57½ ,,
				1908	
			Dec. 1	Aug. 31	60 ,,

* Commencement of operation of Conciliation Board.

WAGES.

THE CONCILIATION BOARD FOR THE REGULATION OF WAGES.

On the 1st July, 1902, the Miners gave notice to terminate the Sliding Scale Agreement on the 1st January, 1903, with the expressed intention of finally doing away with the Sliding Scale principle, and replacing it by a Conciliation Board. Negotiations for a new Agreement between Masters and Men were opened on the 27th November, 1902, and continued until March 31st, 1903, when an agreement was made which should remain in operation till December 31st, 1905.* The controlling feature of this Agreement was the replacement of the Sliding Scale by a Conciliation Board with an independent umpire.

On the 4th November, 1905, negotiations were commenced between the Masters and Men for a new agreement in substitution for the one expiring on the 31st December. Numerous meetings were held, resulting on the 11th December in an agreement, of which the full text is given on pp. 47 to 53.

Summary of Wage Agreement.

Constitution of Conciliation Board. Twenty-four Masters and twenty-four Men, and a Chairman from outside, who shall have a casting vote only.

Standard Wages to be the standard rates paid in December 1879.

Maximum Wage 60 per cent above standard.

Minimum Wage 30 per cent above standard, the selling price of Coal equivalent to such minimum being considered as 11s. 10d. per ton of Large Coal f.o.b. at the Welsh Ports.

Small Coal. No separate wage to be paid for small coal, the wage paid on the large being held to cover all work done in connection with the small.

* The full text of this Agreement will be found in the South Wales Coal Annual for 1905, pp. 48 to 56.

WAGES.

Variation of Wage. On ten days' notice being given by Employers or Workmen, meetings of the Board must be held on the 10th day of any February, May, August or November to consider a proposition for a reduction or increase in wages. If the Board cannot agree, an adjourned meeting is held within twelve days. At this adjourned meeting the Chairman from outside presides, and by means of a casting vote given at the meeting or within five days thereof decides for or against the proposition. The Chairman from outside has no power to modify or amend the proposition, he can only vote for or against it. The rate of wage so decided operates from the first of the month following the decision.

House Coal to be supplied to the Workmen at the prices charged at the date of agreement.

General Holidays. Men to be entitled to 12 days' holiday in each year.

Period of Agreement. 1st January, 1906, to 31st December, 1909.

WAGES.

WAGES AGREEMENT OF 1905
(to remain in force until 31st December, 1909).

Memorandum of Agreement made this 11th day of December, 1905, between the undersigned:—

William Jenkins, W. H. Routledge, Frederick Lewis Davis, M. Wolstenholme, Joseph Shaw, Henry E. Gray, Thos. H. Deakin, William Evans, William Smith, Hugh Watts, Thomas Griffiths, Frederick Cleeves, William Walker Hood, Henry Lewis, Thomas Wilson, and Henry T. Wales, duly authorized to act on behalf of the Owners of Collieries in Monmouthshire and South Wales, whose names or titles are set forth in the Schedule hereto (hereinafter called the Owners) of the one part and the undersigned—William Abraham, William Brace, Alfred Onions, Evan Thomas, David Watts Morgan, John Williams, John Thomas, John Davies, Thomas Evans, Benjamin Davies, William Vyce, James Manning, James Winstone, Enoch Morrell, John Daniel Morgan, Vernon Hartshorn, Charles Butt Stanton, John Williams, Thomas George, Thomas Harries, William Harris, William Herbert Morgan, Thomas Davies, and John Watts, duly authorized to act on behalf of the Workmen (excepting Enginemen, Stokers, and outside Fitters) now employed at the collieries of the said Owners of the other part, whereby it is mutually agreed as follows:—

1.—That a Board of Conciliation shall be established to determine the general rate of wages to be paid to the Workmen and to deal with disputes at the various Collieries of the Owners subject to the conditions hereinafter mentioned.

2.—The title of the Board shall be "The Board of Conciliation for the Coal Trade of Monmouthshire and South Wales" hereinafter called "The Board."

3.—The Board shall consist of 24 duly authorized Owners' Representatives and 24 duly authorized Representatives of the Workmen employed at the Collieries of the Owners, and when dealing with questions relating to general advances or general reductions in the rate of wages also of a Chairman from outside who shall not be financially interested in any Coal Mine in the United Kingdom and who shall have a casting vote only.

4.—The first Members of the Board shall be Lord St. Aldwyn, the Chairman from outside as aforesaid, and who is hereinafter called the Chairman, and

Owners' Representatives—William Jenkins, W. H. Routledge, Fred. L. Davis, Charles H. Eden, M. Wolstenholme, Joseph Shaw, Henry Davies, J. Boyd Harvey, H. E. Gray, T. H. Deakin, W. S. B. McLaren, William Evans, William Smith, H. W. Martin, Hugh Watts, Thomas Griffiths, Fred. Cleeves, W. W. Hood, Henry Lewis, Thomas Wilson, Clifford J. Cory, Henry T. Wales, E. M. Hann, W. J. Heppell;

and:—

Workmen's Representatives—Wm. Abraham, M. P., W. Brace, Alfred Onions, Evan Thomas, D. Watts Morgan, John Williams, John Thomas, John Davies, Thomas Evans, Ben. Davies. Wm. Vyce, James Manning, James Winstone, E. Morrell, John D. Morgan, Vernon Hartshorn, Charles B. Stanton,

John Williams, Tom George, Thomas Harries, William Harris, W. H. Morgan, Tom Davies, John Watts, of whom there shall be two Presidents, one elected by the Owners' Representatives, and the other by the Representatives of the Workmen.

Whenever a vacancy on the Board occurs from any cause (except in the office of Chairman) such vacancy shall be filled by the body which appointed the Member whose seat has become vacant, but during such vacancy the Board may transact the business of the Board. Intimation of such appointment shall be at once sent to the Secretaries. When and so often as the office of Chairman becomes vacant the Board shall endeavour to elect a Chairman, and should they fail to agree will ask the Lord Chief Justice of England for the time being, or in case of his refusal, the Speaker of the House of Commons to nominate one.

5.—The parties to this Agreement pledge their respective constituents to make every effort possible to avoid difficulties or disputes at the Collieries, and in case of any unavoidable difference the Owners or their Officials, together with their Workmen or their Agent or Agents, shall endeavour to settle all matters at the Collieries, and only in case of failing to effect a settlement shall a written appeal setting forth clearly the facts of the dispute and the contention of the parties making the claim be made to the Board by either or both of the parties concerned in the dispute to consider the same, and no notice to terminate contracts shall be given by either Owners or their Workmen before the particular question in dispute shall have been considered by the Board and it shall have failed to arrive at an agreement. The Board shall have power to refer such questions to a Committee consisting of one or more Owners' Representatives and an equal number of Workmen's Representatives, all of whom shall be Members of the Board, to consider and, if so directed, with power to settle and in all cases to report to the Board either a settlement or a failure to agree within three calendar months from the date of the reference to such Committee, and should the Board then fail to arrive at an Agreement within one month, or any extended period that may be agreed upon by the Board, either party may give notice to terminate contracts. Any notices wrongfully given to terminate contracts on any question shall be withdrawn before the Board or any Committee thereof shall consider such question.

Both parties hereby respectively undertake to make every effort possible to secure the loyal observance by the Owners and Workmen respectively of any Award made by representatives of the Board on any questions which may have been referred to them by the Board.

6.—Rules of procedure for the conduct of the business of the Board are set forth at the end hereof, and the same shall be deemed to be incorporated with and to form part of this Agreement.

7.—The Mineral to be gotten is clean large coal only, as hereinafter described.

The cutting prices to be paid to the Collier shall be the several standard prices prevailing and paid at the Collieries of the Owners respectively.

Such standard cutting price shall be paid upon the weight of the large coal to be ascertained in manner hereinafter appearing, and includes all services in respect of the small coal necessarily produced in filling the large coal, in

conveying it from the working places to the screen at the surface and in the process of screening, that price being equal to the value of all the services involved in getting such large coal and small coal, and being more than the value of the services rendered in respect of the large coal only.

The respective weights of such large coal and small coal for the purpose of paying the collier shall be ascertained as follows :—

After each tram of coal is brought to the weighing machine it shall be weighed and the tare of the tram shall be deducted from the gross weight. The coal shall then be tipped over the screen in use at the Colliery to separate the small coal passing through the screen from the large coal passing over it.

The small coal which shall pass through the screen shall be weighed and that weight shall be deducted from the gross weight of the coal in the tram in order to ascertain the weights of such large screened coal and small coal respectively, and the cutting price paid to the Collier upon the weight of the large screened coal as aforesaid shall during the continuance of this Agreement be deemed to be the value of the services rendered in respect of both the large screened coal and small coal, the weights of which respectively shall be ascertained as aforesaid.

8.—It is distinctly understood that Clause 7 in this Agreement is not intended to change the system of weighing and screening the coal as it at present exists, but the Owners shall be at liberty to adopt such improved methods of screening and cleaning as they may consider necessary, provided that any methods so adopted shall not in any way prejudicially affect the wages of the Workmen.

9.—Clause 7 shall not apply to or alter or in any way interfere with any agreements now existing or hereafter to be made for payment for through-and-through coal or where small coal is now separately paid for.

10.—The Board shall at the meetings held under Rule 6 of the said rules of procedure determine the general rate of wages to be paid for the three months commencing on the first day of the month following the dates of such meetings, but should neither party desire to vary the rate of wages the then prevailing rate of wages shall continue until the same shall be varied in accordance with the said Rules of Procedure.

(*a*) All Standard rates and prices shall be the Standards known as the Standards of December, 1879, and 1877 respectively.

(*b*) The Wages payable to the Workmen shall until the same shall be advanced by the Board, be 30 per cent above the several rates actually paid at the respective Collieries under the Standard of December, 1879.

(*c*) During the continuance of this Agreement the rate of wages shall, subject to sub-section (*d*) hereof, not be less than 30 per cent above nor more than 60 per cent above the December, 1879, Standard of wages paid at the respective Collieries and in considering any proposal for an alteration in the general rate of wages the said minimum of 30 per cent shall for that purpose be considered as equivalent to an average net selling price of large coal of 11/10 per ton. Such average net selling price shall be taken as for large colliery screened coal, delivered f.o.b. at Cardiff, Barry, Newport, Swansea, Port Talbot, and Llanelly.

WAGES.

(*d*) At Collieries where the Standard or basis upon which wages are now regulated is the rate of wages paid in the year 1877 the percentage payable thereat shall be 15 per cent less than at the Collieries where the 1879 Standard prevails, provided that in cases where Workmen have hitherto been paid net rates of wages or fixed or other percentages, whether upon the 1877-1879 standards or any other existing standards, they shall continue to be paid such net rates, fixed or other percentages only.

11.—At the Collieries under this Agreement all wages due to the Workmen shall be paid once in each fortnight, provided that at those Collieries where wages are now paid weekly such practice shall continue in force.

12.—The workmen shall be entitled to 12 General Holidays in each year, which shall include all Bank Holidays and Federation Demonstration Holidays, the dates to be agreed upon by the Board, and the Workmen's Representatives agree that in arranging such holidays they will issue instructions to the workmen requesting them to resume work immediately after such holidays have terminated, and will use every effort to see that such instructions are complied with.

At any Collieries where " Mabon's Day," now exists, the custom of keeping such a holiday shall be forthwith abolished.

13.—The prices to be charged to workmen entitled to house coal for their own domestic purposes shall be the same prices as are fixed to be paid by the award of Sir David Dale, Bart., of the 11th day of July, 1903.

14.—During the continuance of this Agreement all notices to terminate individual contracts on the part of the Owners, as well as on the part of the Workmen, shall be given on the first day of any calendar month and shall terminate upon the last day of the same month, provided that if the first day of any calendar month fall on a Sunday, the notice shall be given on the previous Saturday.

15.—Subject as aforesaid, the Owners and Workmen at the respective Collieries shall be bound to observe and fulfil and shall be subject to all customs, provisions, and conditions existing in December, 1879, at the Collieries respectively, and no variation shall be made therein by the Owners or Workmen except by mutual arrangement at the Collieries respectively, or by a decision of the Board after a reference thereto in accordance with the provisions of Clause 5 of any proposal for a variation.

16.—Nothing in the Clauses of this Agreement or in the Rules of Procedure is to preclude either party bringing any matter before the Board or Independent Chairman, which they consider as factors bearing upon the general Wage Question, but any evidence brought forward as to the selling price of large coal shall be confined to the price of large coal delivered f.o.b. at the shipping ports named in Clause 10 (*c*) hereof in the three calendar months immediately preceding the first day of the month prior to the month in which the meeting is held to consider any proposal to vary the General Wage Rate.

WAGES.

17.—This Agreement shall continue in force from the 1st January, 1906, until the 31st December, 1909, and thenceforth until either party gives to the other three calendar months' notice terminating the same, such notice to be given to the Secretary of such other party in writing or left at his usual or last known address. Upon the termination of this Agreement all contracts of service between the Owners respectively and their Workmen respectively shall cease.

18.—A Copy of this Agreement shall be placed in a Contract Book at each Colliery, which shall be signed by or on behalf of the Owners of such Colliery, and also by each Workman employed thereat as one of the terms of the engagement between the Owners and the said Workman.

RULES OF PROCEDURE.

1.—The Constituents of the Board, i.e., Owners' Representatives and Workmen's Representatives are for brevity herein referred to as " the Parties."

2.—The Meetings of the Board shall be held at Cardiff, or such other place as the Board may from time to time determine.

3.—Each of the parties shall appoint a Secretary and shall give notice of such appointment when made to the other party, and such Secretaries shall remain in office until they shall resign or be withdrawn by the parties appointing them. The Secretaries or their respective deputies for the time being shall attend all Meetings of the Board and be entitled to take part in the discussion, but they shall have no power to move or second any resolution or vote on any question before the Board.

4.—The Secretaries shall conjointly convene all Meetings of the Board and record the names of the persons present thereat, and at all meetings held under Rule 6 of the Rules of Procedure full minutes of the proceedings thereof shall be taken under the conjoint supervision of the Secretaries by an official shorthand writer to be mutually agreed on by the parties, which minutes shall be transcribed into duplicate books, and each such book shall be signed by the Presidents or other persons presiding at the meeting at which such minutes are confirmed. One of such minute books shall be kept by each of the Secretaries, such minutes to be for the private use of the Board and not for publication. The Secretaries shall also conduct correspondence for their respective parties and conjointly for the Board.

5.—The Board shall meet once at least in each month for the purpose of dealing with difficulties or disputes arising at the several Collieries and referred to in Clauses 5 and 15 of the foregoing Agreement, and the same shall be dealt with by the Board without reference to the Chairman. The Secretaries shall give to each Member of the Board seven days' notice of the intention to hold any such meeting and of the business to be transacted thereat, and, except by mutual agreement, no subject shall be considered which has not been placed on the Agenda to the Notice convening the Meeting.

6.—Should there be a desire by either party to vary the rate of wages, the Board shall meet to consider the same on the 10th day of the months of February, May, August, and November in every year (except where the 10th day of any of the said months falls on a Sunday, when the meeting shall be

held on the following day) to determine the general rate of wages to be paid for the three months commencing on the first day of the month next following the date of such meetings. Either party intending to propose at such meetings any alteration in the general rate of wages shall ten days before the said 10th day of the months of February, May, August, and November for holding such meetings give to the Secretary of the other party notice in writing of the proposition intended to be made and of the grounds thereof, and the Secretaries shall enter such intended proposition and the grounds thereof on the Agenda to the notice convening the meeting. The Secretaries shall send to each member of the Board seven days' notice of each such meeting and of the business to be transacted thereat.

At all such last-mentioned meetings the questions to be dealt with thereat shall in the first instance be considered by the Board, it being the desire and intention of the parties to settle any differences which may arise by friendly conference if possible. If the parties on the Board cannot agree then the meeting shall be adjourned for a period not exceeding twelve days, to which adjourned meeting the Chairman shall be summoned and shall attend and preside thereat, when the questions in difference shall be again discussed by the parties, and in the event of their failing to arrive at an agreement with regard thereto, the Chairman, either at such meeting or within five days thereafter, shall give his casting vote on such questions, and the parties shall be bound thereby.

7.—Both Presidents shall preside at all meetings (other than at meetings at which it shall be the duty of the Chairman to preside in accordance with Clause 6 of these Rules), but if either or both of them shall be absent then a member or members of the Board shall be elected by the respective parties to preside at such meetings according as such President who shall be absent shall represent the Owners or Workmen. The Presidents or other persons presiding shall vote as representatives, but shall have no other votes.

8.—All questions submitted to the Board shall be stated in writing, and may be supported by such verbal, documentary, or other evidence and explanation as either party may submit, subject to the approval of the Board.

9.—Each party shall pay and defray the expenses of its own Representatives, Secretary, and Accountant, but the costs and expenses of the Chairman, Official Shorthand Writer, Joint Auditors (if any), and of the stationery, books, printing, and hire of rooms for meeting shall be borne by the respective parties in equal shares.

Owners' Representatives—William Jenkins, W. H. Routledge, Fred L. Davis, M. Wolstenholme, Joseph Shaw, H. E. Gray, T. H. Deakin, William Evans, William Smith, H. Watts, Thomas Griffiths, Fred. Cleeves, W. W. Hood, Henry Lewis, Thos. Wilson, Henry T. Wales. W. Gascoyne Dalziel, Secretary.

Workmen's Representatives—W. Abraham, W. Brace, Alfr. Onions, Evan Thomas, D. Watts Morgan, John Williams, John Thomas, John Davies, Thomas Evans, Ben Davies, Wm. Vyce, Jas. Manning, Jas. Winstone, E. Morrell, John D. Morgan, Vernon Hartshorn, C. B. Stanton, John Williams, Tom George, Thomas Harries, William Harris, W. H. Morgan, Tom Davies, John Watts. Thomas Richards, Secretary.

WAGES.

THE SCHEDULE REFERRED TO IN THE FOREGOING AGREEMENT.

Abercrave Collieries Co.
Albion Steam Coal Co., Ltd.
Ammanford Colliery Co., Ltd.
Bargoed Coal Co., Ltd.
Blaenavon Co., Ltd.
Blaenclydach Colliery Co., Ltd.
Blaina Colliery Co., Ltd.
Bwllfa and Merthyr Dare Steam Collieries (1891), Ltd.
Cardiff Navigation Colliery Co.
Cartwright, T. G.
Corrwg Rhondda Colliery Co., Ltd.
Cory Bros. & Co., Ltd.
Crawshay Bros., Cyfarthfa, Ltd.
Cwmaman Coal Co., Ltd.
Cynon Colliery Co.
Davis, D. & Sons, Ltd.
Deep Navigation Collieries, Ltd.
Depeaux, F. F.
Dinas Main Coal Co.
Duffryn Rhondda Colliery Co.
Ebbw Vale Steel, Iron, & Coal Co., Ltd.
Evans & Bevan.
Ffaldau Collieries Co., Ltd.
Gas Coal Collieries, Ltd.
Gelliceidrim Collieries Co., Ltd.
Glamorgan Coal Co., Ltd.
Glyncorrwg Colliery Co., Ltd.
Glynea Coal and Brick Co., Ltd.
Glenavon Rhondda Collieries Co., Ltd.
Graigola Merthyr Co., Ltd.
Great Mountain Collieries Co., Ltd.
Great Western Colliery Co., Ltd.
Guest, Keen & Nettlefolds, Ltd.
Gwaun-cae Gurwen Colliery Co., Ltd.
Gwendraeth Anthracite Collieries Co., Ltd.
Harry, David, & Bros.
Hedley's Collieries Co.
Hill's Plymouth Co., Ltd.
Hoskins & Llewelyn.
Insoles, Ltd.
International Coal Co., Ltd.
Jones, Southwood & Co., Ltd.
Lancaster, John & Co., Ltd.
Lewis Merthyr Consolidated Collieries, Ltd.
Locket's Merthyr Collieries (1894).Ltd.
Main Colliery Co., Ltd.
Marquess of Bute.
New Cross Hands Collieries, Ltd.
Newport Abercarn Black Vein Steam Coal Co., Ltd.
Nixon's Navigation Co., Ltd.
North's Navigation Collieries (1889), Ltd.
Ocean Coal Co., Ltd.
Partridge Jones & Co., Ltd.
Penrikyber Navigation Colliery Co., Ltd.
Pentremawr Colliery Co., Ltd.
Pont Henry Colliery Co., Ltd.
Pontyberem Collieries Co., Ltd.
Powell Duffryn Steam Coal Co., Ltd.
Powells Tillery Steam Coal Co., Ltd.
Pwllbach Colliery Co.
Rhymney Iron Co., Ltd.
Rhos Colliery Co., Ltd.
South Wales Anthracite Colliery Co., Ltd.
South Wales Primrose Coal Co., Ltd.
Thomas, Sir Griffith
Thomas, Samuel
Tirpentwys Black Vein Steam Coal and Coke Co., Ltd.
Tredegar Iron and Coal Co., Ltd.
United National Collieries, Ltd.
Vipond, John, & Co., Ltd.
Vivian & Sons.
Varteg Deep Black Vein Collieries, Ltd.
Williams, Representatives of the late E. D.
Williams, Thomas, & Sons
Ynishir Steam Coal Co.

WAGES.

CONCILIATION BOARD.

HAULIERS' WAGE AGREEMENT.

During the consideration by the Conciliation Board of the new Wage Agreement, the Hauliers requested a revision of the standard wage paid to them. When making the Agreement dated 11th December, 1905, the Haulier question was left open for further discussion by the Conciliation Board.

JANUARY 6TH, 1906. Conciliation Board appointed the following as a Committee to deal with the Hauliers' question, and report to the Board :—

EMPLOYERS' REPRESENTATIVES—W. Jenkins, E. M. Hann, H. W. Martin, T. H. Deakin, W. H. Routledge, Henry T. Wales, C. H. Eden.

WORKMEN'S REPRESENTATIVES—W. Vyce, D. Watts Morgan, Enoch Morrell, Evan Thomas, Vernon Hartshorn, W. E. Morgan, C. B. Stanton.

APRIL 7TH, 1906. Agreement regulating Hauliers' Wages, signed by above representatives of Employers and Workmen. The following is the full text of this agreement :—

Memorandum of Agreement made this 7th day of April, 1906, Between the undersigned :—

Edmund Mills Hann, William Jenkins, Henry William Martin, William Smith, Henry Thomas Wales, William Henry Routledge, and Thomas Griffiths, duly authorized to act on behalf of the Owners of Collieries in Monmouthshire and South Wales whose names or titles are set forth in the Schedule to a certain Agreement hereinafter referred to as " The principal Agreement " and who are hereinafter called the Owners, of the one part, and the undersigned Evan Thomas, David Watts Morgan, William Vyce, Enoch Morrell, Vernon Hartshorn, Charles Butt Stanton, and William Evan Morgan, duly authorized to act on behalf of such of the Workmen being underground hauliers now employed at the Collieries of the said Owners, of the other part, and supplemental to an Agreement dated the 11th day of December, 1905, and made between the Representatives of the Owners of the said Collieries of the one part and the Representatives of Workmen employed at the said Collieries of the other part, which Agreement is hereinafter referred to as " The principal Agreement."

WHEREBY IT IS AGREED as follows :—

1. Subject as hereinafter mentioned, all Hauliers of 18 years of age and upwards employed at the said Collieries respectively paid a rate of less than 3/4 per day, whether working by day or night, shall be raised to 3/4 per day on the Standard of December, 1879, and at Collieries where other Standards or bases now prevail a rate equivalent to 3/4 on the 1879 Standard. To Hauliers under 18 years of age the rates at present paid shall continue, except that where they do the dooring, under Clause 2 hereof, they shall receive the extra allowance provided therefor by that Clause.

WAGES.

2. At Collieries where the Hauliers now do the dooring and receive any extra payment therefor, such extra payment shall continue to be paid. Where the dooring is not now done by the Hauliers, Door-boys shall be dispensed with by the Owners not later than 1st June next, and thereafter such dooring shall be done by the Hauliers, and an allowance of 6d. per Haulier per day shall be paid for dooring to those Hauliers engaged in hauling on the day turn, and 3d. per turn to those engaged on the night turn. Where the combined rate now paid for hauling and dooring is equal to or exceeds 4/– per day on the Standard of December 1879, no change is to be made. Where under the increased rates hereinbefore provided for the combined rate per day for hauling and dooring would exceed 4/–, then in such cases the combined rate shall be limited to 4/–.

3. All work done in overtime shall be reckoned by the hour and be paid for at the rate of 6 hours for a turn, and the Haulier must work the same total hours as the Pit or District in which he is employed is open for work in any week before overtime commences to run. No overtime shall be worked except at the request of the Management.

4. Where three or more Hauliers are working to the same double parting, one of them shall be paid one turn per fortnight for dividing the trams except in those cases where the Owners appoint a Master Haulier or some other person to do it.

5. The Hauliers are to harness their horses and take them out of the stables at or before the time appointed for the commencement of coal winding in the morning, it being understood that so far as is reasonably practicable it shall be so arranged that in the evening the Hauliers shall be enabled to be at the stables and to unharness their horses by the finishing time of the pit. The like arrangements as to starting and finishing time shall apply to hauliers working on the night shift.

6. Wherever the Owners do not consider it advisable to keep a shackler, Hauliers shall do the shackling without extra payment.

7. This Agreement is not to affect those Collieries where the hauling is at present done on tonnage or other Contract rates.

8. Except as hereby varied, all conditions and provisions in the principal Agreement shall remain in full force and virtue, and both parties shall be bound thereby.

9. This Agreement shall come into operation as from the ninth day of April inst

Owners' Representatives—E. M. Hann, William Jenkins, Henry Wm. Martin, William Smith, Henry T. Wales, W. H. Routledge, Thomas Griffiths.

Workmen's Representatives.—Evan Thomas, D. Watts Morgan, Wm. Vyce, Enoch Morrell, Vernon Hartshorn, C. B. Stanton, W. Evan Morgan.

Witness to the above Signatures—

W. Gascoyne Dalziel.

WAGES.

WORKING OF THE CONCILIATION BOARD SINCE ITS INITIATION ON THE 31st MARCH, 1903.

Under the first Conciliation Board Agreement (dated 31st March, 1903), two questions were left for decision by an "Independent Person," viz. :—

(1) The net selling price to be considered the equivalent of the minimum wage of 30 per cent above the standard

(2) The prices to be paid to the Owners by the Miners for their House Coal.

In April, 1903, Sir David Dale, Bart., was appointed the "Independent Person," and on the 11th July, 1903, he gave his award as follows :—

(1) The minimum wage of 30 per cent above the standard to be considered as equivalent to an average net selling price of large coal of 11s. 10d. per ton f.o.b.

(2) The prices to be charged to the workmen for House Coal to be the same prices as are now being paid by them in each case.

In April, 1903, The Right Honourable Viscount Peel, the late Speaker of the House of Commons, was appointed the "Chairman from Outside" of the Conciliation Board, with power to decide for or against any application for a rise or fall in wages when the Employers' and Workmen's Representatives failed to agree.

Under the new Agreement the wage from the 31st March, 1903, stood at 48¾ per cent for Steam and Bituminous Collieries and 43¾ for Anthracite Collieries above the standard of 1879.

May 21st, 1903, on an application by the owners for a reduction of 5 per cent, Viscount Peel decided against the application.

August 21st, 1903, on an application by the Owners for a reduction of 8¾ per cent, Viscount Peel decided against the application.

November 21st, 1903, on an application by the Owners for

a reduction of 5 per cent, Viscount Peel decided in favour of the application. This reduction came into force as from the 1st December, 1903, since which date the wages have remained: For Steam and Bituminous Collieries, 43¾ per cent above the standard; for Anthracite Collieries, 38¾ per cent above the standard.

January, 1904, Viscount Peel resigned the office of Chairman, and although considerable pressure was brought to bear on him both by Owners and Workmen, he could not be induced to withdraw his resignation.

February 15th, 1904, the Owners applied for a further reduction of 5 per cent, the Workmen at the same time applying for an increase of 2½ per cent.

An effort was made to find a new "Chairman from Outside," and the Right Honourable Viscount Goschen was approached by the Owners and Workmen. Viscount Goschen declined to undertake the duties, and the two parties failing to agree on any other nomination, the Lord Chief Justice of England was, under Clause 4 of the Agreement, asked to nominate one.

April, 1904. It was not until the end of April, 1904, that the Lord Chief Justice nominated the Right Honourable Sir Michael Hicks-Beach, M.P. (now Viscount St. Aldwyn), the late Chancellor of the Exchequer.

As any variation in wages can, under the Agreement, only be dealt with on the 14th and 21st of the months of February, May, August, and November, the non-existence of an Independent Chairman from January to April of this year prevented the consideration of the Owners' and Workmen's application of February. The Owners' application for a reduction of 5 per cent was renewed on May 14th, 1904.

April, 1904. At a meeting of the Miners' Federation held in April, 1904, it was decided to instruct the Workmen's Representatives on the Conciliation Board to apply for an advance of 3¾ per cent in the wages.

May, 1904. The two applications were considered by the

WAGES.

Representatives of the Employers and Workmen on the 14th May, 1904, when it was agreed, without reference to the "Chairman from Outside," that the wages should remain unchanged during the succeeding three months.

In June, 1904, Lord St. Aldwyn addressed a letter to the Conciliation Board, suggesting that for the future joint audits of the Owners' books should be made by accountants acting on behalf of both Owners and Workmen, such audit to include the following matters :

Price realized for Large Coal.

Price realized for Small Coal.

Increased cost of production (apart from wages to workmen) in rates and taxes, stores, horse-keep, pitwood, boiler coal, and general charges.

Increased volume of trade.

Percentage of Large and Small Coal in the total product.

July, 1904. A meeting of the Board, at which Lord St. Aldwyn was present, was held in July, 1904, for the consideration of the proposals, but no decision was come to.

No alteration was asked for in the wage rate in August, 1904, and it was not until November 21st that a change took place.

November 21st, 1904. The owners applied for a 5 per cent reduction, to which the workmen's representatives would not agree. On the 21st November Lord St. Aldwyn, after hearing both sides, gave his decision in favour of the employers, thus reducing the wages by 5 per cent, bringing the rate down to 38¾ per cent above standard for Steam and Bituminous Collieries and 33¾ per cent for Anthracite Collieries as from the 1st December, 1904.

February, 1905. The employers again asked for a reduction of 3¾ per cent, to which the workmen's representatives declined to agree, and on appeal to Lord St. Aldwyn on the 20th February, he decided in favour of the workmen.

May 4th, 1905. The Employers applied for a reduction of

7½ per cent, and at a meeting on May 15th, after negotiations, the workmen offered to accept a reduction of 5 per cent, which was agreed to by the employers.

July 29th, 1905. The Owners applied for a reduction of 3¾ per cent. The Conciliation Board failed to agree, and the application was referred to the Independent Chairman. On August 18th, Lord St. Aldwyn, after hearing both sides, gave his decision in favour of the Owners' application.

This decision brought the wage rate from the 1st September, 1905, down to the minimum rate of 30% above the standard, at which rate it remained till May 31st, 1906.

November 4th, 1905. The Conciliation Board commenced consideration of a new Wage Agreement to replace the existing Agreement terminating on December 31st, 1905.

December 2nd, 1905. The Conciliation Board, after numerous meetings, completed a new wage agreement, to come into force on January 1st, 1906, and extend till December 31st, 1909. The full text of this Agreement is given on pages 47 to 53.

December 11th, 1905. New Wage Agreement signed by Representatives of Owners and Workmen.

April 30th, 1906. The workmen applied for an increase of 3¾%. At a meeting of the Conciliation Board on May 10th, 1906, the employers offered to agree to an increase of 2½%, which was accepted by the men's representatives, making the rate of wages from June 1st, 1906, 32½% above the standard for Steam and Bituminous Collieries, and 27½ per cent above the standard for Anthracite.

August 1st, 1906. The workmen applied for 5 per cent increase. Conciliation Board failed to agree.

August 18th, 1906. Lord St. Aldwyn decided in favour of the Workmen, making wages from 1st September, 1906, 37½ per cent above the standard for Steam and Bituminous Colleries, and 32½ per cent for Anthracite.

WAGES.

November 1st, 1906. The Workmen applied for 2½ per cent increase. Conciliation Board failed to agree.

November 19th, 1906. Lord St. Aldwyn decided against the Workmen's application.

February 1st, 1907. The Workmen applied for 5 per cent increase.

February 9th, 1907. Workmen's application considered by Conciliation Board, when both sides agreed to an advance of 3¾ per cent, making Steam and Bituminous Collieries wages 41¼ per cent and Anthracite Colliery wages 36¼ per cent above the standard, from the 1st March, 1907.

May 1st, 1907. The workmen applied for 11¼ per cent increase. Conciliation Board failed to agree.

May 28th, 1907. Lord St. Aldwyn decided in favour of the Workmen's application, making the wages after the 1st June, 1907, 52½ per cent above the standard in the Steam and Bituminous Collieries, and 47½ per cent in the Anthracite Collieries.

July 31st, 1907. The workmen applied for 5 per cent increase.

August 12th, 1907. Workmen's application considered by Conciliation Board, when the Employers agreed to make the advance of 5 per cent asked for, making wages in Steam and Bituminous Collieries 57½ per cent, and in Anthracite Collieries 52½ per cent above the standard, from 1st September, 1907.

October 31st, 1907. The workmen applied for 2½ per cent increase.

November 11th, 1907. Workmen's application considered by the Conciliation Board, when the Employers agreed to make the advance of 2½ per cent asked for. This brought the wages up to the maximum payable under the wage agreement, viz. 60 per cent above standard in the Steam and Bituminous Collieries, and 55 per cent above standard in the Anthracite Collieries.

THE MONMOUTHSHIRE AND SOUTH WALES COAL OWNERS' ASSOCIATION.

OFFICERS FOR YEAR ENDING MARCH, 1909.

Chairman of the Association : J. FOX TALLIS.
Vice-Chairman of the Association : W. J. HEPPELL.
Trustees of the Association :
W. THOMPSON CRAWSHAY, EDWARD P. MARTIN, FRED. L. DAVIS.
Solicitor to the Association : CHAS. KENSHOLE.
Secretary of the Association : W. GASCOYNE DALZIEL.
Finance Committee of the Association :
JOSEPH SHAW, *Chairman.*
WILLIAM EVANS, WILLIAM SMITH, T. H. DEAKIN, H. T. WALES, WM. JENKINS.

CARDIFF DISTRICT BOARD.

Chairman : W. H. MEWTON.
Vice-Chairman : TREVOR F. THOMAS.
Secretary : W. GASCOYNE DALZIEL.

NEWPORT DISTRICT BOARD.

Chairman : W. P. JAMES.
Vice-Chairman : EDGAR WATTS.
Secretary : ROBERT JORDAN.

SWANSEA DISTRICT BOARD.

Chairman : THOS. GRAG.
Vice-Chairman : R. L. SAILS.
Secretary : D. IVOR EVANS.

COAL OWNERS' REPRESENTATIVES ON THE BOARD OF CONCILIATION.

FRED L. DAVIS, *Permanent Chairman,*
FREDERICK CLEEVES, SIR CLIFFORD J. CORY, BART., M.P., T. H. DEAKIN, CHARLES H. EDEN, WILLIAM EVANS, H. E. GRAY, E. M. HANN, J. BOYD HARVEY, W. J. HEPPELL, T. GRIFFITHS, WILLIAM JENKINS, W. S. B. McLAREN, HENRY LEWIS, HENRY WM. MARTIN, WILLIAM SMITH, JOSEPH SHAW, H. T. WALES, HUGH WATTS, THOS. WILSON, M. WOLSTENHOLME, J. FOX TALLIS.

THE MONMOUTHSHIRE AND SOUTH WALES EMPLOYERS' MUTUAL INDEMNITY SOCIETY, LIMITED.

Directors :

HENRY LEWIS (Chairman)
HUGH BRAMWELL
THOMAS BRAITHWAITE
FREDK. CLEEVES
T. H. DEAKIN
H. E. GRAY
E. M. HANN
DAVID HANNAH
J. BOYD HARVEY
WILLIAM JENKINS
R. LAYBOURNE
W. NORTH LEWIS
HENRY W. MARTIN
W. H. ROUTLEDGE
WILLIAM SMITH
WILLIAM STEWART
JNO. FOX TALLIS
ALFRED S. TALLIS
HENRY T. WALES
GEORGE WILLIE
HENRY WEBB

Solicitor :

CHAS. KENSHOLE.

ABERDARE.

Secretary :

W. GASCOYNE DALZIEL.

Offices :

ROYAL CHAMBERS, PARK PLACE, CARDIFF.

THE INCORPORATED SOUTH WALES AND MONMOUTHSHIRE COAL FREIGHTERS' ASSOCIATION.

Incorporated in 1894 to protect the interests of the Coal Trade in all questions relating to the conveyance and shipment of Coal and Colliery Materials, Colliery Taxation, and other matters affecting the South Wales and Monmouthshire Coal Trade.

Chairman :

THOMAS EVANS.

Finance Committee :

BICKERTON PRATT, JOHN DAVIES, W. HENRY JAMES, J. ARTHUR JONES.

Solicitor :

DONALD MACLEAN, M.P.

Secretary :

JOSEPH DAVIES.

Offices :

12, JAMES STREET, CARDIFF.

WAGES.

THE SOUTH WALES MINERS' FEDERATION

(Associated with the Miners' Federation of Great Britain.)

The Federation was registered on the 20th April, 1899. The following is a list of the officers for the current year :—

President :
WILLIAM ABRAHAM, M.P.

Vice-President :
WILLIAM BRACE, M.P.

Trustees :
LEWIS MILES, Snowdrop Cottage, Bedwas.
WILLIAM JONES, Oakwood, Mountain Ash.
DAVID EDWARDS, 30, Oakfield Street, Nantymoel.

Secretary and Registered Office :
THOMAS RICHARDS, M.P., Ty Cenedl, Beaufort, Mon.

General Treasurer :
ALFRED ONIONS, C.C., Tredegar, Mon.

Auditors for 1907–8 *:*
T. ANDREWS | MOSES SEVERN

The following represents the growth and the position at the end of 1907 of the South Wales Miners' Federation :—

	1902	1903	1904
Number of Members ..	127,435	125,586	117,077
Funds at end of year ..	£166,426	£158,518	£161,007
	1905	1906	1907
Number of Members ..	110,963	121,261	135,765
Funds at end of year ..	£132,111	£156,010	£194,335

WAGES.

THE SOUTH WALES MINERS' FEDERATION.

EXECUTIVE COUNCIL, 1908.

E. Thomas, C.C. ..	.. Miners' Agent, Bargoed.
Jno. Davies, C.C. ..	.. Miners' Agent, Dowlais.
D. Watts Morgan, C.C.	.. Miners' Agent, Porth.
Ben Davies ..	.. Miners' Agent, Pentre.
J. D. Morgan ..	.. Miners' Agent, Maes-y-bryn, Ystrad-gynlais.
Jno. Williams, M.P.	.. Gorse Lane, Swansea.
W. E. Morgan ..	.. Miners' Agent, Treboeth, Swansea.
Jas. Winstone ..	.. Miners' Agent, Pontnewynydd.
Jas. Manning ..	.. Miners' Agent, Blaina.
Wm. Vyce ..	.. Miners' Agent, Ebbw Vale.
C. B. Stanton ..	.. Miners' Agent, Aberdare.
Jno. Williams ..	.. Miners' Agent, Danyderi Lane, Cefn Coed.
Vernon Hartshorn ..	.. Miners' Agent, Maesteg.
Thos. Lucas, A.C. ..	.. Checkweigher, 3, Glyn Street, Ogmore Vale.
Alderman John Thomas	.. Miners' Agent, Pontyrhyl, Bridgend.
Thos. George ..	.. Checkweigher, Ardwyn Terrace, Ferndale.
Tom Evans ..	.. Checkweigher, Brecon House, Penygraig.
W. H. Morgan ..	.. Checkweigher, 7, Hill Street, Treherbert
Tom Harris ..	.. Checkweigher, 80, Madeline Street, Pontygwaith.
Alderman E. Morrell, J.P.	.. Checkweigher, Brynhyfryd Villas, Troedyrhiw.
D. Morgan ..	.. Checkweigher, Tanybryn Tycroes, Pantyffynon.
Councillor Wm. Harris	.. 39, High Street, Six Bells, Abertillery.
Chas. Edwards ..	.. Checkweigher, Council House, Wattsville, Cross Keys.
Hubert Jenkins ..	.. Miners' Agent, Abertridwr.
M. Roach ..	.. Miners' Agent, Abertillery:

MINERS' REPRESENTATIVES ON THE BOARD OF CONCILIATION.

Wm. Abraham, M.P.	Thomas Evans	Charles B. Stanton
W. Brace	Ben. Davies	John Williams
Alfred Onions	Wm. Vyce	Tom George
Evan Thomas	James Manning	Thomas Harries
D. Watts Morgan	James Winstone	William Harris
John Williams	E. Morrell	W. H. Morgan
John Thomas	John D. Morgan	Tom Davies
John Davies	Vernon Hartshorn	John Watts

WAGES.

SOUTH WALES MINERS' FEDERATION.

REVENUE.

General Fund.	1904			1905			1906			1907		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Parliamentary Fund	5,770	10	4	6,135	19	6½	5,752	11	5	7,492	17	11½
Out of Work Fund..	2,906	3	9½	45	16	7	6	12	11	14	13	7
Other Purposes ..	—			188	15	4	44	3	6	—		
Contributions ..	38,486	2	5½	35,586	10	7½	38,516	16	1	44,123	17	9½
Interest on Funds Invested ..	2,270	11	8	1,650	16	7	1,063	2	6	1,747	18	7
Emblems, Rules, Cards, etc., sold..	30	14	3	48	15	10	48	5	3	40	0	9
Balance of Sliding Scale ..	71	8	6	—			—			—		
Contributions from Mining Federation of Great Britain	—			2,212	16	9	2,326	11	3	3,685	18	0
Costs Refunded in Stop-day Action	—			1,000	0	0	—			—		
District Funds ..	—			—			—			1,087	6	2
Lodge Funds ..	—			—			—			2,722	12	9
Total Income of General Fund ..	49,535	11	0	46,869	11	3	47,758	2	11	60,915	5	7
Balance, being Expenditure in Excess of Income ..	37,649	15	1	19,730	14	4	Profit			Profit		
	87,185	6	1	66,600	5	7	47,758	7	11	60,915	5	7

WAGES.

ACCOUNTS 1904, 1905, 1906 and 1907.

EXPENDITURE.

General Funds.	1904			1905			1906			1907		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d
Strike Pay to Members ..	11,684	14	3	45,492	19	9	20,937	19	4	7,958	14	7
Grant to Anthracite District ..	—			2,000	0	0	—			—		
Contributions to other Trades Unions ..	5,516	13	4	6,250	0	0	4,504	5	4	7,520	6	8
Allowance to Members seeking Employment	3,840	0	0	—			—			—		
MANAGEMENT EXPENSES:—												
Salaries of Secretary Treasurer, Trustees, Clerk, Auditors, and Registration Agent	519	9	9	512	5	2	400	13	7	376	0	0
Office Expenses and Rent of Office, and Meeting Rooms ..	170	15	11	127	19	4	158	8	10	288	1	1
Stationery, Printing, Postage, etc. ..	567	19	7	434	9	5	558	0	8	678	19	4
Travelling Expenses & Expenses of Meeting of Council, Conciliation Board, Deputations and Annual Demonstration ..	3,046	19	0	3,571	19	0	3,368	12	6	2,366	19	8
Shorthand Notes ..	—			44	15	9	29	3	0	—		
Income Tax ..	—			123	6	0	196	1	6	—		
Law Expenses ..	*60,400	14	9	7,772	11	2	3,781	2	5	2,518	11	5
Conciliation Board, Independent Chairman	105	0	0	70	0	0	131	5	0	105	0	0
West Monmouth Election Expenses	1,332	19	6	200	0	0	3,909	17	11	—		
Parliamentary Representation Levy returned to Districts	—			—			—			1,047	15	10
Total Expenditure from General Funds	87,185	6	1	66,600	5	7	37,976	10	1	22,590	8	7
Balance being Income in Excess of Expenditure ..	Loss			Loss			9,781	12	10	38,324	17	0
	87,185	6	1	66,600	5	7	47,768	2	11	60,915	5	7

* Including £57,562 4s. 4d. Damages in Stop-Day Action.

SOUTH WALES MINERS' FEDERATION.

FINANCIAL POSITION AT END OF 1903, 1904, 1905, 1906 & 1907.

Central Fund.	Dec. 31, 1903.			Dec. 31, 1904.			Dec. 31, 1905.			Dec. 31, 1906.			Dec. 31, 1907.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Cash in various Banks	115,349	8	4	77,699	13	3	57,468	18	11	67,250	11	9	102,265	9	10
Investments—North Wales Quarries ..	—			—			500	0	0	500	0	0	—		
Total General Fund ..	115,349	8	4	77,699	13	3	57,968	18	11	67,750	11	9	102,265	9	10
District Funds.															
Cash in various Banks	24,608	6	9	63,037	15	6	57,528	12	4	61,889	0	10	62,976	7	0
Lodge Funds.															
Cash in various Banks	18,560	17	8	20,269	18	5	16,613	16	2	26,370	4	10	29,092	17	7
Total of all Funds ..	158,518	12	9	161,007	7	2	132,111	7	5	156,009	17	5	194,334	14	5

DISTRICTS, MEMBERSHIP, & OFFICERS of the SOUTH WALES MINERS' FEDERATION.

Federation District.	Average Membership in 1906.	Officers for 1908. President.	Secretary.	Treasurer.	Agent.
Anthracite ...	9,918	Rees Hopkin ...	David Morgan, Awelfryn, Penybank, Ammanford.	John D. Morgan	John D. Morgan, Maesybryn, Ystradgynlais.
Aberdare ...	8,490	M. J. Morgan...	Illtyd Hopkins, 27, George Street, Aberaman.	Mrs. J. Edwards	C. B. Stanton, Aberdare.
Blaina	3,810	David Smith / Fred Sutton	James Pitman, Cwmcelyn, Blaina ...	William Davies	Councillor Jas. Manning, Brynteg, Blaina
Dowlais	3,448	John Williams	David Thomas, 10, Wimborne Street, Dowlais.	D. W. Huggins ...	John Davies, 36, Muriel Terrace, Dowlais
Eastern Valleys	5,467	W. G. Hughes...	George Jenkins, 1, Glen View Terrace, Abersychan.	Thos. Morgan ...	James Winstone, Park View, Pontnewynydd.
East Glamorgan	2,784	E. J. Crew ...	Hy. Richards, Llwyn-on-Pandy Road, Bedwas, Mon.	Wm. Thomas ...	Hubert Jenkins, 1, Cross Street, Abertridwr.
Ebbw Vale ...	3,231	John Gale ...	Percy Clark, Rassau, Beaufort	Frederick Miles	Wm. Vyce, 19, James Street, Ebbw Vale.
Garw	2,490	Wm. Thomas ...	Evan David, 25, Blaengarw Road, Blaengarw.	Thos. Williams	Alderman J. Thomas, Durham House, Tondu.
Maesteg	4,718	R. J. Davies ...	Thomas Griffiths, 50, Caerau Road, Caerau, Bridgend.	W. J. Watkins ...	Vernon Hartshorn, Brynmawr Place, Maesteg.
Monmouthshire, West. Valleys	8,514	A. C. Willis ...	Opton Purnell, Gelly Crug Road, Abertillery, Mon.	Isaac Walters...	Michael Roach, Chivers' Houses, Penybont, Cwmtillery, Mon.
Merthyr... ...	3,991	Thos. Lewis ...	Evan Jones, 56, High Street, Cefncoed-y-Cymmer, Merthyr.	Samuel Thomas	John Williams, 26, Holford Street, Cefncoed, Merthyr.
Ogmore and Gilfach	3,022	T. D. Matthias	Thomas Lucas, 3, Glyn Street, Ogmore Vale.	Lewis Lewis ...	
Pontypridd and Rhondda	6,404	Wm. Edworthy	Moses Severn, Pentrebach Road, Pontypridd.	David Thomas ...	Ben Davies, Ton Pentre.
Rhondda No. 1...	28,100	Ben Bevan ...	D. Watts Morgan, Porth	Tom Evans ...	D. Watts Morgan, Porth ... ...
Rhymney Valley	5,355	Jas. Davies ...	Walter Lewis, Ty Gwent, Bargoed, *via* Cardiff.	William Powell	Evan Thomas, C.C., Bargoed, *via* Cardiff.
Taff and Cynon	7,120	David Jones ...	John Powell, Ty Cynon, Miskin Road, Mountain Ash.	Peter Gardner...	
Tredegar Valley	5,426	Isaac James ...	William Thomas, 18, Victoria Terrace, Tredegar.	Henry Tucker ...	Alfred Onions, C.C., Queen's Square, Tredegar.
Western Miners' Association	8,697	B. D. Evans ...	W. Jenkins, Mount Pleasant, Cymmer, R.S.O.	R. H. Williams	John Williams, M.P., Sketty, Swansea. / W. E. Morgan, Treboeth, Swansea. / W. Jenkins, D.C., Cymmer, Port Talbot.
Saundersfoot ...	276	George Drout	John Evans, 3, Foundry Terrace, Saundersfoot.	Thos. Hy. John...	

WAGES.

RULES OF SOUTH WALES MINERS' FEDERATION,

As registered under date of February 18th, 1899, and amended on the 17th January, 1901, the 5th September, 1902, and the 14th November, 1904.

NAME.

1.—The Trade Union shall be called the "SOUTH WALES MINERS' FEDERATION." Its Registered Office shall be The Rise, Beaufort, in the County of Monmouth.

CONSTITUTION.

2.—This Federation shall be composed of persons employed in and about the collieries comprising the South Wales Coalfield.

3.—Its objects shall be :—

I. To provide funds by entrance fees, contributions, levies, donations, and fines to carry on the business of the Federation in the objects hereinafter specified, the same to be disbursed as provided in the following Rules.

II. To take into consideration the question of trade and wages, and to protect workmen generally and regulate the relation between them and employers.

III. To seek to secure mining legislation affecting all workmen connected with this Federation.

IV. To call conferences to deal with questions affecting the workmen, of a trade wage and legislative character.

V. To endeavour to secure by legislation the reduction of the hours of labour in mines to eight hours from Bank to Bank, and to oppose the system of Double Shift, except where absolutely necessary for the purpose of ventilation.

VI. To watch all inquests upon persons killed at the mines, when more than three persons are killed by one accident ; and to seek to obtain compensation for all injuries caused by accident in and about mines.

VII. To provide a weekly allowance for the support of members who may be victimized, locked out or on strike, and to resist any unjust regulation connected with their employment.

VIII. To prevent illegal stoppages of wages at the Pay Office.

IX. To assist and to affiliate with kindred Associations that have the same objects as are hereinafter stated.

X. To endeavour by all legitimate means to secure the abolition of sub-contracting in or about mines.

XI. To provide funds for securing the carrying out of Rule 38, Coal Mines Regulation Act, 1887, i.e. Inspection of Collieries by Workmen.

WAGES.

Rules of South Wales Miners' Federation.

XII. To provide funds wherewith to pay the expenses of returning and maintaining Representatives to Parliament, and other Public Councils and Boards, and to request them to press forward by every legitimate means, all proposals conducive to the general welfare of the Members of the Federation.

Contributions.

4.—Each member of this Federation shall pay not less than One Shilling per lunar month or Sixpence per fortnight.

One-half of all contributions paid shall be forwarded by the District Treasurer to the General Treasurer every four weeks.

Members' Arrears.

5.—Any member who is four fortnightly payments in arrear shall not be entitled to any benefit; this to apply as soon as the books of the Branch Secretary are closed on the fourth fortnightly payment. But should he pay up his arrears at any time, he shall be entitled to benefit one month after the payment of such arrears. Sick members, being ill not less than one month, shall be exempt from payment of contributions and levies while sick, upon production of a qualified doctor's certificate. Also in cases of enforced idleness, upon producing evidence of such enforced idleness.

6.—Any member removing from one Colliery to another must deposit his Transfer Card at the Lodge connected with the Colliery he has removed to within one month of the date of his employment thereat; and he shall, upon producing his Transfer Card, be considered a financial member of the Branch connected with the Colliery to which he has removed. A member failing to produce a Transfer Card within one month, shall pay the entrance fee, and shall be treated as a new member. Transfer Cards are to be provided for the Lodges by the General Secretary.

District Liabilities.

7.—Each District shall support 5 per cent of their members in cases of dispute or disputes, but exceeding that percentage in the aggregate; the whole number affected shall be supported by the Central Fund, subject to the provisions of Rule 8 having been complied with.

8.—The Federation will not undertake the responsibility of a dispute, nor will they provide or make arrangements for the financial support of those who may be on Strike unless the following conditions have been complied with:—

(*a*) Notice to terminate contracts must not be tendered until the matter in dispute has been discussed by the District meeting and submitted to the Council for consideration by the District officials, and a resolution of the Council passed authorizing the tendering of notices.

(*b*) In the event of Employers giving notice to terminate Contracts in consequence of a dispute with the Workmen, the Lodge Secretary shall at once inform the District Secretary and Agent and the General Secretary of such notices. The Council, upon receiving this information, shall investigate the matter in dispute, and in the event of a stoppage shall decide if such stoppage is a lock-out, and the Workmen entitled to financial support.

WAGES.

Rules of South Wales Miners' Federation.

(*c*) In the event of it becoming necessary for any body of Workmen to stop working in consequence of the conditions of the Colliery or working places being considered unsafe, full particulars respecting the danger complained of must immediately be sent to the Miners' Agent for the District, the District and General Secretary, who shall at once take the necessary steps for investigating the complaint. The Council to have the full authority of deciding if the workmen are entitled to financial support.

(*d*) When any workmen are in receipt of pay from the Central Fund in accordance with either of the foregoing Clauses all negotiations for a settlement must either be conducted or sanctioned by the Executive Council, and any terms arranged for the resumption of work must receive the approval of the Council.

The powers of the Council in the foregoing conditions, A, B, C, are only to be exercised in disputes affecting five per cent or more of the District membership. In disputes affecting a lesser number than five per cent, the powers of investigation and decision in the first instance upon claims for financial support are invested in the District meetings. Powers over all matters affecting five per cent or more in the aggregate of the District membership are invested in the Council if the several matters in dispute have been reported to the Council prior to the workmen leaving work, and found to be in accordance with rule.

Government and Election of Officers.

9.—The Society shall have a President, Vice-President, Treasurer, and Secretary, nominated by the Lodges and elected by the Conference, and an Executive Council, who shall be paid such salary as the Conference shall from time to time determine, and shall be elected as follows: Every District numbering 3000 members will be entitled to one representative on the Council, and an additional representative for every 6000 members. Small Districts may amalgamate for the purpose of securing representation. Nominations for President, Vice-President, and Treasurer, must be in the hands of the General Secretary 21 days before the date of the Annual Conference, and shall be printed upon the agenda sent to the Lodges.

Duties of Executive Council.

10.—The duties of Executive Council shall be to hold meetings at such times and places as they deem most expedient, to consider all suggestions or the improvement of the workers; to discuss and endeavour to remedy any matter of important grievances reported from any District, and shall, after duly considering each dispute, have power to raise by levy upon the members of the Society, such sum or sums necessary to meet the requirements of the said disputes. They shall also prepare the Agenda and Report for the Annual Conference, and attend to any other matters entrusted to them by the Annual Conference. They shall have power to vary the amount of entrance fee to be paid by persons joining the Federation Lodges from time to time, but not to infringe on the present constitution. They shall have the power to order that all arrears of members to Lodges, Lodges to Districts, and Districts to Federation, shall upon dates fixed by them be paid up. Any case of dispute that may arise between members of the Society not provided for in these Rules, shall be dealt with by the Council; and their decision to be final. They shall have power to appoint Special Auditors to examine the books and accounts of each District. They shall have power to interpret doubtful rules,

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and the decision of the Executive Council thereon shall be binding on members and Districts, unless appeal against it has been given, and submitted to the judgment of the Annual Conference. They shall also have the power to make bye-laws and standing orders for the government of the Federation, such bye-laws and standing orders to be approved of by Annual Conference before being put in force, and they shall also direct the manner in which the funds of the Federation shall be invested in accordance with rule. Printed copies of such bye-laws and standing orders to be sent to each Lodge Secretary.

Duties of Presidents.

11.—The duties of Presidents shall be to preside at all Council and General Meetings, to see that all business is brought before the meetings in a proper manner and in accordance with the Rules, and to see that in all things the Rules are observed and carried out. The Vice-President shall assist the President at all times, and in his absence shall take his place. He shall have power to give a casting vote when the votes are equal. He shall be and remain a member of the Federation.

Duties of General Treasurer.

12.—The duties of the General Treasurer shall be to pay all monies as instructed by the Executive Council and order of the Secretary; but at no time shall the sum in the General Treasurer's hand exceed £50, for which he shall give such security as required by the Executive Council. He shall keep a correct account of all monies received and paid by him in a proper cash-book form. His wages or salary shall be fixed by the Annual Conference. He shall be required to give or receive three months' notice before leaving his position as Treasurer, and shall deliver up all monies, books, documents, and other property belonging to the Federation, to the Trustees prior to going out of office. The General Treasurer shall be and remain a member of the Federation. He shall attend all meetings, receive and pay all monies belonging to the Federation. He shall under no circumstances pay, lend, or appropriate the Federation's funds to any member, cause, or purpose whatever, except the same be in accordance with the rules, resolutions, or minutes of the Federation; and no payments of monies shall be made by him without first receiving an order to that effect, signed by the President and the Secretary of the Federation; and that the Federation shall provide a Seal, and such Seal shall be affixed by the President for the time being to all such orders.

General Secretary.

13.—The General Secretary shall attend all meetings of the Council, and all Conferences, and shall keep a correct record of the proceedings. He shall prepare a Half-yearly Report, setting forth the financial condition of the Federation, including the income and expenditure, and condition of the funds, General and District. He shall prepare the Annual Returns and transmit them to the Registrar of Friendly Societies, as required by 34 and 35 Vict., chap. 31, sec. 16. His salary shall be £200 per annum, and paid by the General Treasurer every week. He shall be and remain a member of the Federation. He shall be under the control of the Executive Council, but the Council shall not have power to discharge him or alter his term of situation until sanctioned by an Annual or Special Conference of Lodge Representatives, and in either case he shall give or receive three months' notice, when all books, documents, papers, property, etc., belonging to the Federation shall be delivered up to the Executive Council. He shall prepare all programmes,

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documents, and circulars, ordered by the Council, and issue them to the various Districts in connection with the Society. He shall furnish each member with a copy of the Rules at the Conference Meetings for his guidance, and keep a correct account of all monies received and expended by the Treasurer. He shall also attend to all correspondence on behalf of the Council. He shall give such security as required by the Executive Council. He shall supply all Lodges with seals at an uniform price. All official documents, delegates' credentials to Conferences, monthly returns by Lodges, etc., shall have the seal of the Lodge affixed thereto.

Auditors.

14.—There shall be two Auditors appointed by the Districts in rotation, who shall serve for two years, one to retire each year. They shall audit all books, vouchers, bank books, documents, and other accounts used by the central fund of this Federation, once every six months (and oftener if required), such audit to show the number of members in each District, together with the income and expenditure of the Federation, and an annual balance-sheet showing the position of the Federation for each year ending December 31st.

Deposit of Funds.

15.—All money to be made payable to the Treasurer of the Society, but sent to the General Secretary. All monies in excess of the £50 stated in Rule 12 shall be invested according to rule in the name of the Society by three Trustees.

Annual Conference.

16.—There shall be an Annual Conference held, which shall be composed of members from every Lodge amalgamated with the Society, and shall discuss all matters according to the arrangement set forth in the agenda agreed upon by the Council. The President to have the whole control of the meeting, and the casting vote in case of equal voting upon any question. Representatives to be chosen by the Lodges.

No Lodge shall be allowed to send more than one representative to the Conference; and such representative shall vote as follows:—

From	20	members to	50	.. 1	vote.
,,	50	,,	100	.. 2	,,
,,	100	,,	150	.. 3	,,
,,	150	,,	200	.. 4	,,
,,	200	,,	250	.. 5	,,
,,	250	,,	300	.. 6	,,

Adding one vote for every additional 50 members.

To take the votes at Conference cards may be got thus:—

.....Lodge—3 Votes.

Investment of Funds.

17.—The Funds of this Federation shall be invested in the following manner:—

(*a*) In any stock, funds, or securities authorized by law for the investment of trust funds.

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(*b*) In the purchase of inscribed stock of any British Colony.

(*c*) On mortgage of real property in England or Wales, or of leasehold property in England or Wales having sixty years to run at the date of investment.

(*d*) On deposit in Banks.

(*e*) In the stock, debenture or mortgages of the District Council of any place having, according to the returns of the last census prior to the date of investment, a population exceeding fifty thousand.

The investment of the said funds in any of the before-mentioned securities shall be determined by the Executive Council at a meeting of which three clear days' notice shall be given to each member of the said Council. The said Funds may also be invested in the purchasing of land not exceeding one acre, or building, and in the purchasing of and working in whole or part of manufactories and mines; but before making any investment in this last-named class of securities, the permission of the Federation shall be obtained at a Conference of Delegates to be called for the purpose, of which seven clear days' notice shall be given to each Lodge in the Federation, and in which notice the nature of the investment intended to be made shall be clearly defined.

Trustees.

18.—There shall be three Trustees, who shall remain in office during the pleasure of the Federation; and in case of a vacancy or vacancies another or others shall be elected by a majority of delegates at a Conference. Before a Trustee is removed, unless he misconducts himself, when he shall be liable to instant removal, his removal must be put before the Lodges, and afterwards decided by a majority of delegates at a Conference.

Arrears of Lodges.

19.—Any Lodge neglecting to pay two monthly contributions and such levies as may be due to the District within 14 days, after being duly summoned to do so by the Secretary, shall forfeit all interest in the Federation.

District Arrears.

20.—In the event of any District Association neglecting to pay two monthly contributions and such levies as may be due to the Central Fund, the Secretary shall forward a special demand for the arrears, which must be paid within 14 days. Any District not complying shall forfeit all interest in the Federation.

DISTRICTS AND LODGES.

Constitution of District.

21.—Each properly constituted District shall hold Monthly Meetings consisting of one delegate duly elected by each Lodge. All delegates shall receive such rate of wages and expenses as may from time to time be fixed by a majority of the members of their respective Lodges.

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Functions of Monthly Meetings.

22.—It shall be the duty of the delegates at the Monthly Meeting to consider all matters submitted by the Lodges.

23.—All Lodges wishing to send resolutions to be discussed at the District Meetings must, except in cases of emergency, forward the same two weeks previous to such District Meeting being held, in order that it may be put on the programme of business.

District Committee.

24.—There shall be a District Committee of Management, termed Executive Committee, always in existence, composed of the President, a Vice-President, Secretary, Treasurer, and Agent, and experienced members elected by the Lodges in rotation, and serve twelve months, one half shall retire in June, and the other half in December; six to form a quorum. They shall be paid such rate of wages as the Monthly Meeting may decide upon. The District Committee or Council shall have power to appoint Special Auditors to audit and inspect, when requisite and necessary, all Lodge books of the District.

District President.

25.—The District President shall be nominated and elected or re-elected by the Lodges in rotation every 12 months.

26.—His duties shall be to preside at all Monthly or Executive Committee Meetings, and he shall see that all the business of the District is conducted in a proper manner, and according to Rules; he must sign all documents, and see that strict order is kept during the sitting of Monthly or Executive Committee Meetings. He shall also see that minutes passed and confirmed by the Monthly Meeting or Executive Committee are properly carried out, so far as is reasonably practicable. He shall not be allowed to vote on any question except when the votes are equal, when he shall be allowed to give a casting vote.

District Secretary.

27.—The District Secretary shall be nominated and elected by a majority of members throughout the District, and shall serve twelve months, unless the District Committee or Monthly Meeting shall decide otherwise. His duties shall be to make the annual returns, and transmit them to the General Secretary. He shall keep a correct account of all monies received and expended, and make a balance-sheet of the whole accounts. He shall attend all meetings when necessary, and take minutes of the same. He shall zealously attend to all correspondence, and watch the interests of the Federation, and do all in his power to advance the position and prospects of the members generally.

28.—He shall be under the control of the Monthly Meeting, and must obey their directions during the time he is in their service. He must give three months' notice and receive the same before leaving the service of the District, unless he misconducts himself or be found to defraud, when, if found guilty, he shall be subject to immediate expulsion, and give up all records pertaining to the District. He shall be paid such salary as the majority of the members of the District shall decide.

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District Treasurer.

29.—The District Treasurer shall be nominated and elected by a majority of members in the District, and shall serve twelve months, unless the District Meeting decide otherwise. He must be a competent person, and able to keep his own accounts. He shall receive for his services such remuneration as shall be determined by the District Committee at the end of June and December of each year. His duties shall be to receive and pay all monies on behalf of the District, as directed by the Executive Committee, on receipt of an order signed by the President and Secretary. He shall answer all questions relative to money matters if asked at Monthly Meeting by a duly appointed delegate. He shall be paid for his attendance at the meetings of the Committee at the same rate of wage and railway fare as the delegates, and shall not be allowed to absent himself from duty without first giving notice to the Committee, who shall appoint a substitute of their own choice to act in his absence; but on no account will the Treasurer be permitted to appoint his own substitute without leave from the Committee. He shall not be permitted to keep in hand more than the Monthly Meeting shall decide upon, and shall provide two sureties. He shall place before the Auditors at the half-yearly or special audits the amount of cash in hand, and shall produce and deliver up to his successor, or the Committee, on his retiring from office, all monies, vouchers, or any other property belonging to the District that he may have in his possession.

Agents.

30.—The Agent of each District shall be elected by a majority of the financial members of the District, ascertained by ballot. His duties shall be to attend all inquests in cases of fatal accidents, on being requested to do so by the District Secretary or the Lodge Secretary to which the deceased member belonged. He shall visit the Lodge and give advice, or addresses, on suitable occasions, gather all necessary information in cases of dispute, and try to settle the same in an amicable manner, and labour to promote the interest of the Federation generally. He shall also have power, in conjunction with the President and District Secretary, to call Special or District Committee Meetings. His wages shall be fixed by a majority of the delegates at the District Monthly Meeting, and be under their control during the time he is in their service. He shall give three months' notice and shall receive the same before leaving the service of the Federation. If any important matter arises in regard to the Agent, the same shall be referred to the Lodges, and the majority of the members of the Lodges shall decide the same by a numerative vote at the District Meeting.

Auditors.

31.—Two Auditors shall be nominated by the Lodges and elected by the District Meeting, one of whom must be elected every half-year and stand for twelve months. They shall audit all books, vouchers, bank-books, documents, and other accounts used by the District once in every six months (and oftener if required). The result of such audits must show forth the number of members paying into and being connected with the District, together with all the income and expenditure, and a balance-sheet showing the position of the District, for each year ending December 31st. The Executive Committee shall have the power to call in the books and order an examination any time during the year, but at no time shall the audit be later than the second week in each half-year. They shall be paid at the same rate of wages as delegates to

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District Meetings. There shall be three Trustees for every District, who shall remain in office during the pleasure of the Federation; and in case of a vacancy or vacancies another or others shall be elected by a majority of delegates at a District Meeting. Before a Trustee is removed, unless he misconducts himself, when he shall be liable to instant removal, his removal must be put before the Lodges, and afterwards decided by a majority of delegates at a District Meeting.

Non-financial Members.

32.—Should any officer or member allow himself to become non-financial, according to Rule 4, he shall cease to take any part in the business of the Federation, and shall be treated in accordance with Rule 45.

Contributions to the District Funds.

33.—Each Lodge Treasurer shall forward every four weeks to the District Treasurer the sum of 10d. for every member contributing as per Rule 4, out of which 6d. must be sent to the Central Fund of the Federation; the remaining 4d. per member to form the District Fund, out of which the 5 per cent of the members of the District are to be financially supported in cases of legitimate disputes, as per Rules 7, 8, and the defraying of the Management expenses, Officers' and Committee's salaries. 2d. to be retained at the Lodge to defray the Lodge expenses, such as rent of room, books, Officers' salaries, Committee's expenses, and Delegates' Fees to District Monthly Meetings and General Federation Conferences.

GENERAL MANAGEMENT OF LOCAL LODGES.

Constitution.

34.—Lodges shall be composed of an unlimited number of workmen employed at the South Wales Collieries, contributing One Shilling per month or sixpence per fortnight to the Lodge, and conforming with the foregoing Rules.

Election of Officers.

35.—The President, Secretary, and Treasurer of each Lodge shall be elected by a majority of the members of the Lodge present at a General Meeting called for that purpose, and shall serve twelve months, unless a majority of the members of the Lodge present at a General Meeting called for the purpose of considering the advisability, or otherwise, of removing all or either of them, shall decide otherwise. Lodges requiring to do so may also appoint in the same manner a Vice-President and Assistant-Secretary.

36.—The President must zealously watch the interests of the Lodge, superintend all business relative thereto, preside at all meetings, and see that all cases are dealt with according to the Rules. He shall have power to call meetings of the Lodge, with the approbation of the Secretary: and any President neglecting the fulfilment of his duties may be disqualified at the discretion of his Lodge.

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Secretary.

37.—The Secretary's duties shall be to keep a correct account of all contributions and levies paid by members and all monies being returned to the District Treasurer, an account of which shall be sent by him to the District Secretary at the same time. He shall attend all Lodges and Committee Meetings, and take minutes of the same, have charge of all books, documents, and correspondence relative to the Lodge. He shall keep the books in proper order, and have them ready for inspection any time the Committee or Lodge may consider necessary. He shall also forward to the District Secretary and supply each member of the Lodge with, a yearly balance-sheet, ending 31st December in each year, showing the number of financial and non-financial members, and the amount of money paid by them for the protection of labour. He shall send a monthly return to the District Secretary of all financial members within 14 days of the District call.

Treasurer.

38.—The Treasurer of each local Lodge shall be elected or re-elected every twelve months, and shall receive and pay all monies connected with the Lodge; he shall see that proper receipts for all payments are returned to the Committee, and kept in the possession of the Lodge; he shall attend all meetings, answer all questions relative to money matters, if such questions be asked at the Committee or Lodge Meetings by members. He must regularly transmit the District dues to the District Treasurer, through the District Secretary monthly, and no member shall be appointed to hold the office of Treasurer to any local Lodge who is unable to keep his own accounts. He must also have been a financial member of this Federation six consecutive months, except in the case of a new Lodge.

39.—The Treasurer of each Lodge on his election shall sign a stamped agreement for the faithful fulfilment of his duties, the form of which will be supplied by the General Secretary, the amount of the bond to be decided by the District Secretary, in conjunction with the members of the Lodge; the President and Secretary binding themselves to prosecute the said Treasurer in case of the violation, infringing, or misapplying any of the funds to which he is entrusted belonging to this Federation. The stamping fee of 2s. 6d. must be paid by the Lodge.

Local Lodge Committee.

40.—All Lodges shall be conducted by a Committee elected and paid according to the requirements of the Lodge.

Local Lodge Auditors.

41.—At the end of each half-year two competent persons shall be chosen to audit the accounts and sign all books and balance-sheets, stating how and in what manner they have found the said books; and if the Auditors sign any books when not satisfactory, they shall forfeit their salary for every such offence, and be reported to the Executive Committee of the District to be dealt with as they think fit. There shall be three Trustees for every Lodge, who shall remain in Office during the pleasure of the Federation; and in case of a vacancy or vacancies another or others shall be elected by a majority of members at a Lodge Meeting. Before a Trustee is removed, unless he misconducts himself, when he shall be liable to instant removal, his removal

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must be put before the Lodges, and afterwards decided by a majority of delegates at a Lodge Meeting.

Scale of Payment for Lodge Officers.

42.—Local Secretaries, Treasurers, and Auditors shall be paid as the Lodge shall from time to time determine.

Delegates to District Meeting.

43.—Delegates to the District Monthly Meetings shall be elected by a majority of the members of the Lodge present at each Quarterly Meeting, and shall serve for three months. Voting at the District Meeting shall be in accordance with Rule 16.

Strikes and Lock-outs.

44.—No Lodge, or part thereof, shall give notice of a strike before first securing the permission of the Monthly Meeting. Any number of men coming out on strike without complying with this condition shall forfeit all claims on or protection from this Federation.

45.—No person shall receive support from this Federation in any of its branches who has been a member for a shorter period than eight weeks. No person shall become a financial member, neither shall he receive any benefit or take any office or attend any meeting as a delegate until he has been a member eight weeks from the date of his entrance into the Lodge. In the case of a new Lodge, the same shall be subject to Rule 5. Any member allowing his contributions, levies, and fines to run more than eight weeks in arrear shall have no claim on the funds, and will be suspended from all benefits until one month after all arrears are paid, and should any member allow his contributions, levies, etc., to be over six months in arrear he shall forfeit membership, and shall not be re-admitted except on payment of the current entrance fee. Any member of this Federation accepting employment at any Colliery where Notices are pending in consequence of a dispute shall not receive Strike Pay from the Federation.

Strike Pay.

46.—When the members of a Lodge have ceased to work, the control and guidance of such Lodge shall be vested in the Federation. Any member or members locked out, or being on strike or victimized, and having complied with these Rules, shall receive a sum not exceeding ten shillings per week and one shilling per week for every child under twelve years of age.

Members Joining.

47.—New members joining a Lodge will be entitled to the full benefits of this Federation at the expiration of eight weeks, and the payment of four fortnightly payments, together with all other dues for that period.

Miscellaneous.

48.—No non-financial member of the Lodge shall be allowed to vote or speak upon any subject being discussed at the meetings, but such member shall have the privilege of being at the meetings, except a majority of the members then present decide otherwise.

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49.—Any member being dealt with by his Lodge contrary to the Rules of the Federation, shall have power to appeal to the District Executive Committee, and the Committee shall, after hearing both sides of the question, give their decision according to rule.

50.—Courts of Conciliation and Arbitration shall be acknowledged by the Federation and recommended in the settlement of all disputes, where they can be adopted with justice to all parties concerned.

51.—The books and accounts of this Federation and the names of the members shall be open for inspection of every person having an interest in the funds, at all reasonable times

52.—No new Rules shall be made, nor any of the Rules herein contained or hereafter to be made shall be amended, altered, or rescinded, unless three months' notice be given of such alteration or amendment, and then only with the consent of a majority of the delegates present at a General Conference called specially for that purpose.

53.—If at any time the local or general funds of this Federation become so reduced as to be inadequate to meet the claims of the members in any respect, the Council shall lay the same before the Lodges within fourteen days, for the purpose of all delegates sent to the ensuing District Meeting being prepared to say whether or not a levy should be laid on the members, or whether the claims in any particular benefits, or all the benefits, shall be reduced until the funds of the Federation are sufficiently augmented so as to allow full benefits in accordance with the Rules ; and that the Council at all such times (subject to the approval of Lodges) shall have power to reduce the allowance or levy the members as the case may be.

54.—No member shall be allowed to speak more than twice at any of the Council, District, or Lodge Meetings on any subject under discussion, except the mover of the motion, who shall be allowed to reply. No member to be allowed more than five minutes.

55.—In all cases of importance, whether general or local, touching the conduct of officers, or any other questions that may arise seriously affecting the interest of the members, before finally agreed upon, a vote by ballot shall be taken of the members throughout the Federation and registered in the Lodge-books, when a majority of the votes of the members recorded shall be decisive and binding upon all members of the Federation.

Dissolution of Lodges, Districts, and General Federation.

56.—Any Lodge desiring to dissolve or withdraw from the Federation shall in the first place inform the District Secretary of such intention, who shall, in the interest of the Federation, attend a summoned meeting of the members of the Lodge specially convened for that purpose, and if decided by a two-third majority to dissolve, may do so ; but all books, vouchers, boxes, and funds shall be the property of the Federation notwithstanding such dissolution taking place ; but any member wishing to retain his membership with the Federation may do so by communicating the same to the District Secretary, or to the nearest Lodge. In like manner, Districts desiring to dissolve or withdraw from the Federation shall communicate with the General Secretary. A general dissolution shall take place only when desired by three-fourths of the members ascertained by ballot.

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57.—No officer of the Executive Council of the Federation, except the President, and no officer except the Presidents of the various District Meetings and District Executive Committees shall be allowed to vote on any question before their meeting

58.—No member of this Federation working for this Federation shall be twice paid for one day's work by the Federation or Federation members.

59.—Each member of the Federation must clear up the whole of his contributions and levies due at the end of June and December in each year.

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

PRODUCTION.

The following Tables contain the important Statistics relating to the production of Coal in the South Wales Coalfield.

COMPARATIVE OUTPUT OF COAL IN THE SOUTH WALES COALFIELD & THE UNITED KINGDOM, 1854 TO 1907

Year.	Output of the South Wales Coalfield.	Output of the United Kingdom.	Proportion of S. Wales Output to the Output of the United Kingdom.
1854	8,500,000	64,661,401	13·1 per cent.
1855	8,552,270	64,453,070	13·3 ,,
1856	8,919,100	66,645,450	13·4 ,,
1857	7 132,304	65.394,707	10·9 ,,
1858	7,495,289	65,008,649	11·5 ,,
1359	9,600,350	71,979,765	13·3 ,,
1860	10,255,563	80,042,698	12·8 ,,
1861	11,775,000	83,635,214	14·2 ,,
1862	10,650,000	81,638,338	13·0 ,,
1863	11,292,000	86,292,215	13·8 ,,
1864	10,970,000	92,787,873	11·8 ,,
1865	12,656,336	98,150,587	12·9 ,,
1866	13,821,443	101,630,544	13·6 ,,
1867	13,661,800	104,500,480	13·2 ,,
1868	13,250,500	103.141,157	12·8 ,,
1869	13,455,150	107,427,557	12·5 ,,
1870	13,594,064	110,431,192	12·3 ,,
1871	14.035,525	117,352,028	11·9 ,,
1872	14,881,720	123,497,316	12·0 ,,
1873	16,180,728	128,680,131	12·6 ,,
1874	16,490,832	126,590,108	13·0 ,,
1875	14,173,143	133,306,485	10·6 ,,
1876	16,972,284	134,125,166	12·6 ,,
1877	16,911,514	134,179,968	12·6 ,,
1878	17,417,118	132,612,063	13·1 ,,
1879	17,819,043	133,720,393	13·3 ,,
1880	21,165,580	146,969,409	14·4 ,,
1881	22,234,176	154,184,300	14·4 ,,
1882	22,817,378	156,499,977	14·6 ,,
1883	24,975,433	163,737,327	15·2 ,,
1884	25,553,166	160,757,779	15·9 ,,
1885	24,347,856	159,351,418	15·3 ,,
1886	24.204,370	157,518,482	15·4 ,,
1887	26,046,374	162,119,812	16·0 ,,
1888	27.355,250	169,935,219	16·1 ,,
1889	28,064,235	176,916,724	15·8 ,,
1890	29,415,025	181,614,288	16·2 ,,
1891	29,992,810	185,479,126	16·2 ,,
1892	31,207,360	181,786,871	17·2 ,,
1893	30,154,739	164,325,795	18·4 ,,
1894	33,418,344	188,277,525	17·7 ,,
1895	33,040,114	189,661,362	17·4 ,,
1896	33,867,921	195,361,260	17·3 ,,
1897	35,806,390	202,129,931	17·7 ,,
1898	26,723,618	202,054,516	13·2 ,,
1899	39,870,097	220,094,781	18·1 ,,
1900	39,328,209	225,181,300	17·4 ,,
1901	39,209,260	219,046,945	17·9 ,,
1902	41,305,583	227,095,042	18·2 ,,
1903	42,154,191	230,334,469	18·3 ,,
1904	43,730,415	232,428,272	18·8 ,,
1905	43,203,071	236,111,150	18·3 ,,
1906	47,055,969	251,050,809	18·7 ,,
1907	49,978,196	267,828,276	18·4 ,,

The 1907 figures are subject to correction.

OUTPUT OF THE SOUTH WALES COALFIELD COMPARED WITH OTHER COALFIELDS IN THE UNITED KINGDOM, 1898 TO 1907.

Year.	OUTPUT IN TONS OF									
	United Kingdom.	South Wales Coalfield.	Midland Coalfield.	Lancashire Coalfield.	Yorkshire Coalfield.	Northern Coalfield.	North Wales Coalfield.	Scotch Coalfield.	Other Coalfields in Gt. Britain.	Irish Coalfield.
1898	202,054,516	26,723,618	19,800,154	25,031,191	46,977,443	45,308,060	3,199,396	30,237,616	4,647,073	129,925
1899	220,094,781	39,870,097	20,258,294	25,108,956	49,723,635	46,054,747	3,194,734	31,142,713	4,616,185	125,420
1900	225,181,300	39,328,209	20,878,348	25,542,317	52,118,521	46,315,240	3,109,615	33,112,204	4,652,187	124,699
1901	219,046,945	39,209,260	19,729,306	24,261,354	50,078,984	45,226,443	3,075,979	32,796,800	4,565,790	103,029
1902	227,095,042	41,305,583	20,268,773	24,880,433	52,141,053	46,427,532	3,173,118	34,115,759	4,674,054	108,737
1903	230,334,469	42,154,191	20,091,018	24,954,311	52,380,765	47,894,608	3,184,136	34,992,790	4,579,838	102,812
1904	232,428,272	43,730,415	19,920,433	24,451,151	52,841,292	48,412,782	2,993,286	35,453,389	4,519,887	105,637
1905	236,111,150	43,203,071	20,323,761	24,247,514	54,913,651	50,090,760	2,901,998	35,839,297	4,500,763	90,335
1906	251,050,809	47,055,969	21,135,540	25,216,614	59,529,973	52,097,070	3,169,994	37,992,369	4,759,618	93,662
1907	267,828,276	49,978,196	23,554,319	26,564,928	64,985,463	53,986,900	3,469,670	40,092,548	5,096,548	99,704

The 1907 figures are subject to correction.

NUMBER OF PERSONS EMPLOYED IN THE SOUTH WALES COALFIELD COMPARED WITH OTHER COALFIELDS IN THE UNITED KINGDOM, 1898 TO 1907.

Year.	NUMBER OF PERSONS EMPLOYED IN									
	All the Coalfields of the United Kingdom.	South Wales Coalfield.	Midland Coalfield.	Lancashire Coalfield.	Yorkshire Coalfield.	Northern Coalfield.	North Wales Coalfield.	Scotch Coalfield.	Other Coalfields in Great Britain.	Irish Coalfield.
1898	693,661	128,813	62,993	83,366	158,607	140,071	11,533	86,701	20,596	981
1899	715,205	132,682	65,800	83,420	164,194	145,441	12,008	90,385	20,282	993
1900	766,901	147.652	70,299	87,944	174,542	152,553	12,629	98,502	21,783	997
1901	792,648	150,394	73,248	92,791	182,923	155,079	13,377	101,569	22,334	933
1902	810,787	154,571	76,313	93,387	187,997	158,866	13,342	102,960	22,573	778
1903	828,968	159,161	76,658	95,306	191,679	163,423	13,248	106,260	22,472	761
1904	833,629	163,034	73,642	93,969	194,692	165,342	12,949	107,343	21,904	754
1905	843,418	165,609	74,590	93,896	195,504	169,942	12,743	108,132	22,253	749
1906	867,152	174,660	76,667	92,383	200,547	176,986	12,970	109,404	22,750	785
1907	940,618	190,263	81,403	95,528	223,056	186,387	14,370	124,756	24,067	788

The 1907 figures include about 15.000 persons employed in Iron Mines, and are subject to correction.

NUMBER OF PERSONS EMPLOYED IN THE SOUTH WALES COALFIELD COMPARED WITH FOREIGN COALFIELDS, 1897 to 1906.

NUMBER OF PERSONS EMPLOYED IN

Year.	South Wales.	United Kingdom.	United States.			Germany.	France.	Belgium.	Austria.	Russia.	Natal.	Australasia.	India.	Japan.
			Anthracite.	Bituminous.	Total.									
1897	126,740	681,531	149,884	247,817	397,701	336,174	140,598	120,382	58,067	65,213	1,560	11,792	59,859	82,529
1898	128,813	693,661	145,504	255,717	401,221	357,695	145,819	122,816	60,809	70,203	2,723	12,590	62,974	75,831
1899	132,682	715,205	139,608	271,027	410,635	378,575	150,753	125,258	62,943	85,651	2,783	12,803	74,450	60,964
1900	147,652	766,901	144,206	304,375	448,581	413,693	158,580	132,749	67,461	109,208	3,178	14,073	89,248	70,508
1901	150,394	792,648	145,309	340,235	485,544	448,000	159,957	134,092	70,344	118,685	3,750	15,025	95,318	75,230
1902	154,571	810,787	148,141	370,056	518,197	451,187	161,076	134,889	66,582	105,688	4,139	16,007	98,312	78,894
1903	159,161	828,968	150,483	415,777	566,260	470,305	163,694	139,592	66,663	105,774	5,111	16,277	88,530	84,941
1904	163,034	833,629	155,861	437,832	593,693	490,604	171,792	138,567	66,507	..	4,897	16,317	92,740	88,330
1905	165,609	843,418	165,406	460,629	626,035	493,308	175,104	134,747	66,072	..	5,723	16,442	89,005	79,505
1906	174,660	867,152	162,355	478,425	640,780	511,108	178,431	139,394	68,115	..	6,195	17,263	99,138	106,589

QUANTITY OF COAL PRODUCED EACH YEAR FROM 1897 TO 1906 PER PERSON EMPLOYED ABOVE AND BELOW GROUND AT COLLIERIES IN THE SOUTH WALES COALFIELD COMPARED WITH OTHER COALFIELDS IN THE UNITED KINGDOM.

TONS OF COAL PRODUCED PER PERSON EMPLOYED IN

Year.	All Coalfields of the United Kingdom.	South Wales Coalfield.	Midland Coalfield.	Lancashire Coalfield.	Yorkshire Coalfield.	Northern Coalfield.	North Wales Coalfield.	Scotch Coalfield.	Other Coalfields in Great Britain.	Irish Coalfields.
1897	303	285	332	282	284	320	258	363	216	141
1898	297	209	337	302	300	328	286	361	228	140
1899	314	302	329	303	306	321	273	357	230	132
1900	300	268	318	293	302	308	253	348	216	128
1901	281	262	284	264	277	296	237	331	207	116
1902	285	268	280	269	280	296	245	341	210	146
1903	283	266	275	264	277	297	246	341	207	144
1904	284	269	286	263	274	297	237	341	209	148
1905	285	262	288	261	284	298	234	342	205	132
1906	294	271	294	275	300	298	250	357	212	127

1907 figures not obtainable at date of publication.

ANNUAL PRODUCTION OF COAL PER PERSON EMPLOYED AT COLLIERIES IN THE SOUTH WALES COALFIELD COMPARED WITH FOREIGN COALFIELDS, 1897 TO 1906.

TONS OF COAL PRODUCED PER PERSON EMPLOYED AT COLLIERIES IN

Year.	South Wales Coalfield.	United Kingdom.	United States.	Germany.	France.	Belgium.	Austria.	Russia.	Natal.	Australasia	India.	Japan.
1897	285	303	450	267	213	176	178	168	156	426	68	63
1898	209	297	490	265	214	177	177	172	142	430	73	88
1899	302	314	552	264	211	173	179	160	118	426	68	111
1900	268	300	537	260	203	174	160	146	76	454	69	106
1901	262	281	539	238	195	163	164	137	152	458	70	118
1902	268	285	520	234	179	174	163	153	143	429	76	122
1903	266	283	563	244	206	167	169	166	140	437	84	117
1904	269	284	529	242	196	155	175	..	175	413	89	120
1905	262	285	560	242	202	159	187	..	197	450	95	148
1906	271	294	577	262	185	167	195	..	200	498	99	122

DEATHS FROM ACCIDENTS IN COLLIERIES IN THE SOUTH WALES COALFIELD COMPARED WITH OTHER COALFIELDS IN THE UNITED KINGDOM, 1897 TO 1906.

Year.	Total for United Kingdom.		South Wales Coalfield.		Midland Coalfield.		Lancashire Coalfield.		Yorkshire Coalfield.		Northern Coalfield.		North Wales Coalfield.		Scotch Coalfield.		Other Coalfields in Great Britain.		Irish Coalfields.	
	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.
1897	901	1·32	222	1·75	72	1·17	124	1·47	144	·93	154	1·12	15	1·29	129	1·55	41	2·10	..	..
1898	887	1·28	159	1·23	107	1·70	125	1·50	151	·95	153	1·09	20	1·73	149	1·72	19	·92	4	4·08
1899	886	1·24	217	1·64	74	1·12	115	1·38	138	·84	168	1·16	14	1·17	135	1·49	23	1·13	2	2·01
1900	993	1·29	243	1·65	112	1·59	119	1·35	152	·87	163	1·07	28	2·22	147	1·49	29	1·33	..	..
1901	1,075	1·36	330	2·19	103	1·41	124	1·34	166	·91	158	1·02	19	1·42	154	1·52	20	·90	1	1·39
1902	1,005	1·24	260	1·68	93	1·22	104	1·11	181	·96	155	·98	21	1·57	165	1·60	26	1·15	..	..
1903	1,048	1·26	256	1·61	100	1·30	123	1·29	193	1·01	156	·95	17	1·28	171	1·61	30	1·33	2	2·63
1904	1,034	1·24	268	1·64	83	1·13	106	1·13	202	1·04	172	1·04	22	1·70	155	1·44	26	1·19	..	..
1905	1,138	1.35	440	2.66	85	1.14	93	·99	196	1.00	157	.92	15	1.18	131	1·21	21	·94	..	..
1906	1,116	1·29	290	1·66	94	1·23	107	1·16	199	·99	229	1·29	26	2·00	154	1·41	16	·70	1	1·27

DEATHS FROM ACCIDENTS IN THE SOUTH WALES COALFIELD AS COMPARED WITH FOREIGN AND COLONIAL COALFIELDS.

Year.	South Wales Coalfield.		United Kingdom.		United States.		Germany.		France.		Belgium.		Austria.		Natal.		India.	
	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.	Deaths.	Equals per 1,000 employed.
1897	222	1·75	901	1·32	896	2·40	836	2·25	153	1·07	124	1·03	149	1·40	7	4·48	67	·28
1898	159	1·23	887	1·28	981	2·61	1,150	2·87	159	1·07	172	1·40	..	..	9	3·30	43	·18
1899	217	1·64	886	1·24	1,210	3·07	934	2·21	208	1·29	121	·97	156	1·08	11	5·38	98	1·32
1900	243	1·65	993	1·29	1,486	3·29	1,016	2·19	230	1·42	140	1·05	224	1·84	1	·62	64	·75
1901	330	2·19	1,075	1·36	1,536	3·10	1,127	2·22	198	1·21	157	1·02	181	1·39	43	12·66	70	·73
1902	260	1·68	1,005	1·24	1,732	3·26	973	1·93	180	1·09	144	1·07	196	1·60	15	3·90	77	·78
1903	256	1·61	1,048	1·26	1,740	3·11	1,046	2·00	170	1·02	159	1·14	103	·85	13	2·95	97	1·13
1904	268	1·64	1,034	1·24	1,996	3·35	1,034	1·90	184	1·07	129	·93	110	·92	16	3·34	67	·72
1905	440	2·66	1,138	1·35	2,169	3.37	1,123	2·05	182	1·04	123	·91	183	1·53	22	3·54	60	·67
1906	290	1·66	1,116	1·29	2,086	3·21	1,073	1·88	1,280	7·17	132	·95	155	1·28	39	5·95	100	1·01

SUMMARY TABLES.

(1) OUTPUT.

POSITION OF THE SOUTH WALES COALFIELD IN RELATION TO ALL THE COALFIELDS OF THE UNITED KINGDOM, 1898 TO 1907.

Year.	Number of Persons Employed.			OUTPUT.			Production per person employed	
	South Wales.	Total for United Kingdom.	Proportion of South Wales in total.	South Wales.	Total for United Kingdom.	Proportion of South Wales in total.	South Wales.	United Kingdom.
1898	128,813	693,661	18·6	26,723,618	202,054,516	13·2	209	297
1899	132,682	715,205	18·6	39,870,097	220,094,781	18·1	302	314
1900	147,652	766,901	19·2	39,328,209	225,181,300	17·4	268	300
1901	150,394	792,648	19·0	39,209,260	219,046,945	17·9	262	281
1902	154,571	810,787	19·0	41,305,583	227,095,042	18·2	268	285
1903	159,161	828,968	19·2	42,154,191	230,334,469	18·3	266	283
1904	163,034	833,629	19·5	43,730,415	232,428,272	18·8	269	284
1905	165,609	843,418	19·6	43,203,071	236,111,150	18·3	262	285
1906	174,660	867,152	20·1	47,055,969	251,050,809	18·7	271	294
1907	190,263	940,618	20·2	49,978,196	267,828,276	18·4	..	..

The 1907 figures are subject to correction.

SUMMARY TABLES.

(2) EXPORTS.

COAL, COKE, AND PATENT FUEL EXPORTED TO FOREIGN COUNTRIES, AND COAL SHIPPED AS BUNKERS ON FOREIGN-GOING STEAMERS, 1898 TO 1907.

Year.	SOUTH WALES EXPORTS.					UNITED KINGDOM EXPORTS.					Proportion of South Wales to United Kingdom.				
	Coal.	Coke.	Patent Fuel.	Bunkers on Foreign-going Steamers.	Total Shipments, Foreign.	Coal.	Coke.	Patent Fuel.	Bunkers on Foreign-going Steamers.	Total Shipments, Foreign.	Coal.	Coke.	Patent Fuel.	Bunkers.	Total.
1898	12,175,219	74,801	693,572	2,126,088	15,069,680	35,058,430	769,742	734,624	11,264,204	47,827,000	35%	10%	94%	19%	32%
1899	18,602,669	111,956	1,036,397	3,166,985	22,918,007	41,180,332	867,295	1,063,777	12,226,801	55,338,205	45%	13%	97%	26%	41%
1900	18,457,238	112,918	998,290	2,646,364	22,214,810	44,089,197	985,365	1,023,666	11,752,316	57,850,544	42%	11%	97%	22%	38%
1901	18,619,198	109,169	1,077,205	3,146,910	22,952,482	41,877,081	807,671	1,081,160	13,586,833	57,352,745	44%	13%	99%	23%	40%
1902	19,446,643	89,220	1,047,153	3,430,413	24,013,429	43,159,046	688,646	1,050,256	15,148,115	60,046,063	45%	13%	99%	23%	40%
1903	19,881,173	102,324	943,041	3,824,073	24,750,611	44,950,057	717,477	955,166	16,799,848	63,422,548	44%	14%	99%	22%	39%
1904	20,798,807	94,236	1,228,926	3,982,853	26,104,822	46,255,547	756,949	1,237,784	17,190,900	65,441,180	45%	12%	99%	23%	40%
1905	20,053,007	109,325	1,099,821	3,966,318	25,228,471	47,476,707	774,110	1,108,455	17,396,146	66,755,418	42%	14%	99%	23%	38%
1906	23,400,518	128,476	1,367,558	4,210,293	29,106,845	55,599,771	815,224	1,377,209	18,590,213	76,382,417	42%	16%	99%	23%	38%
1907	25,656,674	146,246	1,470,076	4,299,612	31,572,608	63,600,947	981,418	1,480,893	18,618,828	84,682,086	40%	15%	99%	23%	37%

THE POSITION OF THE SOUTH WALES COALFIELD AND THE UNITED KINGDOM IN RELATION TO THE COAL AND LIGNITE PRODUCTION OF THE WORLD.

Year.	TOTAL PRODUCTION FOR THE WORLD.	TOTAL PRODUCTION FOR UNITED KINGDOM.		TOTAL PRODUCTION FOR SOUTH WALES.	
	Tons.	Tons.	Percentage of the World's Output.	Tons.	Percentage of the World's Output.
1897	631,000,000	202,129,931	32·0	35,806,390	5·67
1898	664,000,000	202,054,516	30·4	26,723,618	4·02
1899	723,000,000	220,094,781	30·4	39,870,097	5·51
1900	768,000,000	225,181,300	29·3	39,328,209	5·12
1901	789,000,000	219,046,945	27·7	39,209,260	4·97
1902	803,000,000	227,095,042	28·3	41,305,583	5·18
1903	881,000,000	230,334,469	26·1	42,154,191	4·78
1904	887,000,000	232,428,272	26·2	43,730,415	4·93
1905	940,000,000	236,111,150	25·1	43,203,071	4·59
1906	1,009,000,000	251,050,809	24·8	47,055,969	4·66
1907	1,114,000,000	267,828,276	24·0	49,978,196	4·49

For fuller details of the Production in 1905, 1906, and 1907, see pages 95, 96, and 97.

PRODUCTION OF THE CHIEF COALFIELDS OF THE WORLD.

Country and Coalfield.	OUTPUT IN TONS OF 2,240 lbs.		
	1905.	1906.	1907.
United Kingdom	**236,111,150**	**251,050,809**	**267,828,276**
South Wales	43,203,071	47,055,969	49,978,196
Midland	20,323,761	21,135,540	23,554,319
Lancashire	24,247,514	25,216,614	26,564,928
Yorkshire	54,913,651	59,531,998	64,985,463
Northern	50,090,760	52,097,070	53,986,900
North Wales	2,901,998	3,169,994	3,469,670
Other English Coalfields	4,500,763	4,757,593	5,096,548
Scotch	35,839,297	37,992,369	40,092,548
Irish	90,335	93,662	99,704
United States of America (*a*)	**350,645,209**	**369,783,284**	**428,973,252**
Eastern States, viz. :—			
Pennsylvania, Ohio, Maryland, West Virginia, Virginia, Eastern Kentucky, Tennessee, Alabama and Georgia, North Carolina	259,191,724	272,103,513	314,281,271
Interior States, viz. :—			
Illinois, Indiana, Western Kentucky, Michigan, Iowa, Missouri, Nebraska, Kansas, Arkansas, Indian Territory, and Texas	71,423,662	74,902,095	89,899,483
Rocky Mountains :—			
Including North Dakota, Montana, Wyoming, Utah, Colorado, New Mexico, Idaho, and Nevada	17,301,796	19,753,796	21,421,425
Pacific Coast :—			
Including Washington, Oregon, California, and Alaska	2,723,028	3,023,880	3,371,073

(*a*) See footnote page 97.

PRODUCTION OF THE CHIEF COALFIELDS OF THE WORLD.

Country and Coalfield.	OUTPUT IN TONS OF 2,240 lbs.		
	1905.	1906.	1907.
Germany :—(*b*)	**119,238,270**	**134,286,488**	**140,921,206**
Westphalia	78,593,172		94,658,769
Bavaria	1,296,771		1,472,980
Silesia	31,753,245	Details	37,043,301
Alsace-Lorraine	1,794,442	not	2,162,578
Saxony	486,573	available.	5,131,012
Other Coalfields	932,067		952,566
France :—(*b*)	**34,645,108**	**33,041,980**	***35,752,000**
Pas-de-Calais	17,261,270	15,573,703	17,542,696
Nord	6,621,790	6,142,750	6,822,068
St. Etienne and Rive de Gier	3,605,138	3,728,105	3,629,100
Other Coalfields	7,156,910	7,597,422	*7,758,136
Belgium :—	**21,506,000**	**23,232,318**	**23,441,640**
Mons		4,826,327	4,939,736
Centre	Details not	3,541,593	3,547,054
Charleroi	available.	8,072,408	8,342,850
Liége, Namur, & Luxembourg		6,791,990	6,611,410
Russia :—	**18,457,386**	**21,347,280**	***23,531,500**
Donetz	12,863,386	14,380,280	16,131,500
Other Coalfields	5,594,000	6,967,000	*7,400,000
Austria & Hungary :—(*b*)	**13,471,105**	**14,436,770**	***14,886,195**
Austria	12,383,018	13,256,770	13,606,195
Hungary	1,088,087	1,180,000	*1,280,000
Japan :—	**11,593,000**	**12,974,274**	**13,716,488**
India :—	**8,417,739**	**9,783,250**	***10,500,000**
Australia :—	**7,494,427**	**8,596,416**	***9,722,460**
New South Wales	6,632,138	7,626,362	8,657,924
Victoria	155,135	160,631	*180,000
Western Australia	127,364	149,755	142,373
Tasmania	50,464	52,896	58,891
Queensland	529,326	606,772	683,272
New Zealand :—	**1,585,756**	**1,729,536**	——
Canada :—	**7,739,239**	**8,716,608**	**10,510,961**
Nova Scotia	5,041,592	5,554,022	6,337,632
New Brunswick	26,250	30,425	34,584
Manitoba, and North-West Territories, including Yukon	934,387	1,215,855	1,702,915
British Columbia	1,737,010	1,916,306	2,435,830

* Provisional figures. (*b*) See footnote page 97.

PRODUCTION OF THE CHIEF COALFIELDS OF THE WORLD.

Country and Coalfield.	OUTPUT IN TONS OF 2,240 lbs.		
	1905.	1906.	1907.
South Africa :—	**3,837,195**	**4,304,349**	**5,232,994**
Transvaal	2,327,499	2,582,504	2,883,342
Natal	1,129,407	1,238,713	1,530,053
Cape Colony	146,529	127,569	144,040
Orange River Colony	147,000	262,882	560,486
Rhodesia	86,760	92,681	115,073
Spain :—	**3,026,508**	**3,030,439**	***3,100,000**
COUNTRIES not included above ..	**15,000,000**	**16,000,000**	***17,000,000**
Total World's Production (*b*) ..	**851,000,000**	**913,000,000**	**1,008,000,000**

*Provisional figures.

(*a*) Including Anthracite, viz. :—

1905	69,339,152 tons.
1906	63,645,010 ,,
1907	76,836,083 ,,

of which about 70,000 per annum was worked in Colorado and New Mexico, and the balance in Pennsylvania.

(*b*) Exclusive of Lignite, the production of which was :—

	1905.	1906.	1907.
Germany ..	51,668,000	55,508,000	61,318,324
France	698,000	720,000	832,932
Austria	22,327,000	23,779,000	25,728,073
Hungary ..	5,991,000	†6,000,000	†6,500,000
Other Countries	†8,000,000	†10,000,000	†12,000,000
Total for World	88,684,000	96,007,000	106,380,000

† Estimates.

COAL CUTTING MACHINES IN MINES.

NUMBER OF MACHINES, AND OF COLLIERIES WHERE USED, MOTIVE POWER EMPLOYED, AND QUANTITY OF COAL OBTAINED BY THEIR USE, IN THE VARIOUS INSPECTION DISTRICTS DURING THE YEARS 1906 AND 1907.

DISTRICT.	1906.					1907.				
	No. of Collieries where Machines are at Work.	Number of Machines.	WORKED BY		COAL OBTAINED.	No. of Collieries where Machines are at Work.	Number of Machines.	WORKED BY		COAL OBTAINED
			Electricity.	Compressed Air.				Electricity.	Compressed Air.	
					Tons.					Tons.
East Scotland ..	65	176	112	64	1,644,428	..	257	166	91	2,628,969
West Scotland ..	43	129	59	70	1,388,255	..	205	114	91	1,746,049
Newcastle ..	25	87	24	63	609,872	..	137	40	97	899,824
York and Lincoln	60	252	94	158	2,849,134	..	282	114	168	3,032,837
Durham ..	31	132	55	77	902,219	..	152	76	76	1,142,489
Manchester & Ireland	14	53	8	45	264,805	..	78	11	67	258,950
Liverpool & North Wales	30	107	6	101	712,458	..	129	11	118	874,865
Midland	37	140	70	70	1,368,349	..	154	81	73	1,643,271
Stafford	10	30	17	13	357,605	..	49	17	32	416,732
Cardiff	9	14	1	13	64,135	..	17	3	14	116,484
Swansea	4	6	3	3	12,113	..	11	6	5	49,076
Southern	5	10	2	8	29,133	..	22	4	18	67,478
Total ..	333	1136	451	500	10,202,506	..	1493	643	850	12,877,024

1907 figures subject to correction. For 1905 figures, see p. 129 "*S. W. Coal Annual*," 1907.

COLLIERIES
IN SOUTH WALES
AND
MONMOUTHSHIRE.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

MONMOUTHSHIRE.

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Abersychan Elled Co. ..	Hoskins & Llewellyn, Talywain, Pontypool	Abersychan Big Pits & Golynos ..	L. & N.W.R.	Talywain ..	J. B. Shearn ..	475
Abertillery and Talywain Red Ash Coll'ries, Co., Ltd.	T. Robins & E. Williams, Abertillery (Mon.)	Cymsychan Red Ash..	G.W.R. ..	Do. ..	Wm. Thomas..	30
Do.	Do.	Greenme'dow (Tillery No. 1) ..	G.W.R. ..	Abertillery ..	Do. ..	20
*Baldwins, Ltd.	Panteg Steel Works, near Newport, Mon.	Albion Road	G.W.R. ..	Trucks: Trosnant Jnctn., Pontypool Parcels: Pontypool, Crane St.	J. G. Brace ..	205
Do.	Do.	Victoria Level	G.W.R. ..	Do. ..	Do. ..	29
Banks R. C.	R. C. Banks, 57, Dock Street, Newport, Mon.	West Blaina Red Ash	G.W.R. and L. & N.W.R.	Nantyglo ..	M. Frame ..	85
Bargoed Coal Co., Ltd. ..	T. C. Kirk, Managing Director and Com. Manager, Cardiff	Abernant ..	L. & N.W.R.	Argoed ..	Wm. O'Connor	445
Blaendare Co., Ltd. ..	G. J. Fisher, Pontypool ..	Blaendare Slope	G.W.R. ..	Pontypool, Clarence St.	G. J. Fisher ..	220
Blaenavon Iron and Steel Co., Ltd.	H. Chalinder Evans, Mount Stuart Square, Cardiff	(No. 1) Big Pit, Dodds and Forge Slope	L. & N.W.R.	Blaenavon ..	Caradog Davies	1165
Do.	Do.	(No. 2) Garn Pit, Kays Slope, and Milfraen	L. & N.W.R.	Do. ..	Do.	930
Do.	Do.	(No. 3) Tunnel & Clay Level ..	L. & N.W.R.	Do. ..	Do.	30

General Manager Iron Works and Collieries— GEO. FORSTER MARTIN.

Budd & Co.	Newport and Cardiff ..	Aberbeeg ..	G.W.R. ..	Aberbeeg ..	James Weal ..	375
Do.	Do.	Rock and Cwm-gelli	L. & N.W.R.	Blackwood ..	John Jenkins ..	215
*Burnyeat, Brown & Co., Ltd.	J. B. Ferrier, 5 Bute Crescent, Cardiff	Nine Mile Point	L. & N.W.R., G.W.R., & Penllwyn R.	Nine Mile Point	Thos. Falcon ..	1,126
Coalbrook Vale Colliery Co., Ltd.	D. L. Flack & Son, Mount Stuart Square, Cardiff	Coalbrook Vale Deep Pit	G.W.R. ..	Nantyglo ..	W. B. Dixon ..	105
Davies, Bros.	Crumlin, Mon.	Kendon ..	G.W.R. ..	Crumlin ..	—	15
Davies, Bros	Waterloo, near Blackwood, Mon.	Waterloo and Old Waterloo	L. & N.W.R.	Blackwood ..	R. J. Strong ..	65
Ebbw Vale Steel, Iron, and Coal Co., Ltd.	Exchange Buildings, Cardiff	Abercarn (Prince of Wales and Quarry Pits)	G.W.R. ..	Abercarn ..	John Harper	975
Do.	Do.	Fire Clay Level	G.W.R.	Ebbw Vale ..	John Jones	35
Do.	Do.	Graig Fawr..	L. & N.W.R. G.W.R. ..	Cwm	Thomas Jones	115
Do.	Do.	Marine ..	Do. ..	Do. ..	Do. ..	2,000
Do.	Do.	Ganister	L. & N.W.R.	Sirhowy ..	John Jones	10
Do.	Do.	Victoria ..	G.W.R. ..	Victoria ..	Do. ..	385
Do.	Do.	Waun Llwyd	.. Do. ..	Do. ..	Thomas Walters	2,000
Do.	Do.	Glyn ..	Do. ..	Pontypool ..	E. J. Bevan	405
Elled Colliery Co., Ltd. ..	Esnouf & Neel, 14, West Bute Street, Cardiff	Elled ..	G.W.R. ..	Pontnewynydd	G. W. James ..	150
Graham's Navigation (Merthyr) Collieries, Ltd.	Graham, Bros., Exchange Buildings, Cardiff	Graham's Navigation Pits	L. & N.W.R.	Tredegar ..	J. Gunter ..	225
Do.	Do.	Graham's Navigation Level	Do. ..	Do. ..	Do. ..	35
*Guest, Keen, & Nettlefolds, Ltd.	P. C. Cooke, Dock Chambers, Cardiff	Cwmbran, Fireclay Level and Henllis ..	G.W.R. ..	Cwmbran ..	W. Waplington	1,160
Do.	Do.	Viaduct ..	G.W.R. ..	Pontnewynydd	Do. ..	55

General Manager of the Company, Fredk. Mills
General Manager of the Company's Collieries, J. Fox Tallis.

* See also the same Company's Collieries in Glamorgan East.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

MONMOUTHSHIRE—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
James & Emanuel ..	A. E. Jones (Sec. & Director) 116 Dock St. Newport, Mon.	Llandavel ..	G.W.R. ..	Aberbeeg ..	Benjamin Nicholas ..	108
Jones & Co., Silvanus ..	S. Jones, Nantyglo Collieries, Nantyglo	Nantyglo ..	G.W.R. L. & N.W.R.	Nantyglo ..	Silvanus Jones	160
John Lancaster & Co., Ltd.	M. Wolstenholme, 104 Dock Street, Newport, Mon. ..	Arrail Griffin	G.W.R. ..	Aberbeeg ..	J. Jeffreys ..	3,255
Do.	Do.	Griffin Nos. 1, 2 & 3, Henwain & Lr. Deep Pits	G.W.R. L. & N.W.R.	Blaina ..	Thomas Jones	3,255
Lancaster's Steam Coal Collieries, Ltd.	J. Proctor Eeles, Exchange Buildings, Cardiff	Cwmtillery Nos. 1 & 2, and Rose Heyworth	G.W.R. ..	Abertillery ..	T. J. Williams	2,185
Lewis, Miriam	Darran Felyn Colliery, Gwrhay, Blackwood, Mon. ..	Darran Felyn	G.W.R. ..	Blackwood ..	Wm. Slocombe	35
Millbrook Coal Co. ..	A. E. Jones, 116 Dock Street, Newport, Mon.	Millbrook ..	G.W.R. ..	Crumlin ..	——	35
Monmouthshire and Cwm Colliery Co.	R. Stanfield, 61 Dock Street, Newport, Mon.	Cwm, N. and S. Levels..	G.W.R. ..	Cwm	J. Evans ..	95
Morris, David	Beaufort	Rassau (Rhyd-y-blew) ..	L. & N.W.R.	Beaufort ..	——	20
Morris, Wm., Ltd. ..	77 High Street, Newport, Mon.	Plaesycoed New Level	G.W.R. ..	Pontnewynydd	——	25
Newport Abercarn Black Vein Steam Coal Co., Ltd.	T. Beynon & Co., Ltd. (Sales' Agents), Cardiff, Newport, London	Celynen ..	G.W.R. ..	Abercarn ..	J. M. Wallace..	1,745
Oakdale Navigation Collieries, Ltd.	Cardiff Manager—H. Kendrick, Exchange Buildings, Cardiff	Gwrhay ..	G.W.R. ..	Pontllanfraith	W. C. Hepburn	20

Do.	Do.	Martin's Level	G.W.R. ..	Do. ..	Do. ..	10
Do.	Do.	Waterloo ..	G.W.R. ..	Do. ..	Do. ..	100
Oates, Chas. S.	18 Hanbury Road, Pontnewynydd	Cwmfrwdoer	G.W.R. ..	Pontypool ..	——	10
Do.	Do.	Plaesycoed	G.W.R. ..	Do. ..	——	15
Partridge, Jones, & Co., Ltd.	F. A. Smith, 93 Dock Street, Newport, Mon.	Gwenallt ..	G.W.R. ..	Pontnewynydd	P. H. Jones ..	150
Do.	Do.	Llanerch and Blaensychan	G.W.R. ..	Do. ..	J. Morgan ..	1,735
Do.	Do.	Llanhilleth	G.W.R. ..	Llanhilleth ..	Theo. Jones ..	1,570
Pond, C.	Blackwood, Mon.	Gwaelody-wain	B. & M.R. ..	Pengam ..	Alfred Mitchard	25
Do.	Do.	Penyvan ..	G.W.R. ..	Aberbeeg ..	Do. ..	60
Do.	Do.	Primrose ..	L. & N.W.R.	Blackwood ..	Do. ..	60
*Powell Duffryn Steam Coal Co., Ltd.	Bickerton Pratt, Bute Street, Cardiff	Bargoed ..	R.R. B. & M.R.	Bargoed ..	E. L. Hann	2,040
Do. ..		Coed-y-moeth	Do. ..	Do. ..	W. H. Jones	200
Do. ..	Secretary of the Company, Frederick Hanford, 101 Leadenhall Street, London, E.C.	Elliot ..	Do. ..	Brithdir ..	F. Wilcox	2,290
Do. ..		New Tredegar	Do. ..	Tirphil ..	J. A. Price	1,180
Do. ..		White Rose & Clay Level	Do. ..	Do. ..	W. H. Jones	40
Powell's Tillery Steam Coal Co., Ltd.	F. J. Dawson, Mount Stuart Square, Cardiff	Gray, Tillery, & Vivian Pits	G.W.R. ..	Abertillery ..	Wm. H. John ..	2,345
*Rhymney Iron Co., Ltd.	J. R. Thomas, Exchange Buildings, Cardiff Secretary to the Company, J. B. Saunders, 26 Martin's Lane, London, E.C.	Pengam ..	B. & M.R. ..	Pengam ..	Ernest H. Thomas ..	60
Richards, W., & Co. ..	D. O. Davies, Dowlais Chambers, Cardiff	Argoed, Mon.	L. & N.W.R.	Argoed ..	Hugh Caldwell	85
Salt, Thos. F.	Oak Street, Abertillery ..	Rhiw Colbren	——	——	——	35
Stone, J. & W.	Wm. Greyson, North Blaina Collieries, Blaina, Mon. (Head Office: 7 India Buildings, Liverpool).	North Blaina	G.W.R. .. L. & N.W.R.	Blaina Brynmawr ..	W. Griffiths ..	690

Gen. Manager of the Company's Collieries, E. M. HANN.

General Manager of all the Company's Collieries, WILLIAM SMITH

* See also the same Company's Collieries in Glamorgan East.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

MONMOUTHSHIRE—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Tir Pentwys Black Vein Steam Coal Co., Ltd.	B. Nicholas, General Manager W. S. Fletcher, Secretary—86 Dock St., Newport, Mon. Exchange B'ldings, Cardiff	Tirpentwys	G.W.R. ..	Pontypool ..	G. W. James ..	1,135
Treasure, D.	Fleur-de-lis, Maesycwmmer	Gelli-haf ..	B. & M.R. ..	Hengoed ..	H. Caldwell ..	20
Tredegar Iron & Coal Co., Ltd.	E. Wilson Taylor, Managing Director, 60 Fenchurch St., London, E.C.	Bedwellty Nos. 1 & 2 Pits ..	L. & N.W.R.	Bedwellty ..	R. W. Tolfree	1,100
Do. ..		McLaren Merthyr Nos. 1 and 2	B. & M.R. ..	Rhymney ..	J. Evans	1,510
Do. ..	H. O. Monkley, Secretary, 60 Fenchurch Street, London, E.C.	Pochin ..	L. & N.W.R.	Holly Bush ..	T. Reynolds	1,400
Do. ..		Troedrhiwgwair	Do. ..	Bedwellty ..	G. E. Golding	55
Do. ..	H. Kendrick, Cardiff Manager, Exchange, Cardiff	Ty Trist, Nos. 1 & 2	Do. ..	Tredegar ..	David Evans	1,080
Do. ..		Whitworth, Nos. 1 & 2	Do. ..	Do. ..	G. E. Golding	730
Twyn Gwyn Colliery Co., Ltd.	Harry D. Griffiths (Managing Director), Griffithstown, Mon.	Twyn Gwyn	G.W.R. ..	Newbridge ..	John Hope ..	35
*United National Collieries, Ltd.	Watts, Watts & Co. (Com. Mgrs.), James Miles (Sec.), Exchange B'ldings, Cardiff	Risca ..	G.W.R. ..	Risca and Cross Keys ..	Ivor Llewelyn (Agent and Manager) ..	1,675
Do.	Do.	Risca, Old Black Vein	G.W.R. ..	Do. ..	Do. ..	235
Varteg Deep Black Vein Collieries, Ltd.	Pontypool	Lower Varteg and Slope, No. 10 ..	——	——	T. C. Smith ..	360

Managing Director of the Company, E. Wilson Taylor. Gen. Man. of Co.'s Collieries, A. S. Talbis.

Vedw Colliery Co.	Louis Roe (Davies, Roe & Co., Ltd., 30 Commercial Street, Newport, Mon. ..	Fedw ..	B. & M.R. ..	Machen ..	Thos. Maddocks	70
J. Vipond & Co., Ltd. ..	113 Dock Street, Newport, Mon.	Varteg Hill Colliery (Top Pits, New Slope, Rock Slope and Elled Level)	L. & N.W.R. G.W.R. ..	Varteg Cwmavon, Mon.	A. K. Edmonds	
Waun Nantyglo Colliery Co.	Brynmawr	Waun Nantyglo ..	L. & N.W.R.	Brynmawr ..	W. Thomas ..	120
Wern Hill Colliery Co. ..	W. H. Taylor, Park View, Pontnewynydd, Pontypool	Wern Hill ..	G.W.R. ..	Pontypool ..	.. .. ..	25
Williams (decd.), Representatives of E. D.	Maesruddud, Blackwood, Mon.	Hollybush, Old & New	L. & N.W.R.	Hollybush ..	E. Edwards ..	175
Williams, L., & Co. ..	Gwerna, Maesycwmmer ..	Gwerna ..	B. & M.R. ..	Hengoed ..	.. .. ..	10
Williams & Smith	Brynmawr	Llyn ..	G.W.R. and L. & N.W.R.	Nantyglo ..	W. Thomas ..	115
Woodfield Colliery Co., Ltd.	William Harris, Woodfield Colliery, Blackwood, Mon.	Woodfield ..	L. & N.W.R. G.W.R. ..	Blackwood Pontllanfraith	G. Jones ..	60

* See also the same Company's Collieries in Glamorgan East. Collieries employing less than 10 men not included.

GLAMORGAN EAST.

Aberdare Graig Coal Co., Ltd.	Aberdare	Blaengwawr	G.W.R. ..	Aberdare ..	John Williams	20
Albion Steam Coal Co., Ltd.	T. E. Lewis, Bute Crescent, Cardiff. Secretary: David Ellis, Bute Crescent, Cardiff	Albion ..	T.V.R. ..	Pontypridd ..	Tudor Davies Henry Lewis (Man. Direct.)	1,920
Atlantic Merthyr Collieries, Ltd.	18 Mount Stuart Square, Cardiff	Cilely ..	G.W.R. ..	Tonyrefail ..	A. J. Price ..	715
Blaenclydach Colliery Co., Ltd.	Wm. Perch & Co., 9 Mount Stuart Square, Cardiff ..	Abergorky ..	T.V.R. ..	Trealaw ..	David Leyshon	550
*Burnyeat, Brown & Co., Ltd.	J. B. Ferrier, Bute Crescent, Cardiff	Abergorky ..	T.V.R. ..	Treorchy ..	John Peile ..	2,163

* See also the same Company's Collieries in Monmouthshire.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN EAST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Bute, Marquess of	Samuel James, Dock Chambers, Cardiff	Aberdare, Merthyr	T.V.R., R.R., & G.W.R.	Hirwain ..	Isaac H. Jones, C. & M.E., J.P.	183
Do. ..		Blaenant ..	G.W.R. ..	Aberdare ..	Wm. Hughes ..	645
Do. ..	Collieries' Commercial Departments under the general control of Sir William Thos. Lewis, Bart., K.C.V.O., The Mardy, Aberdare	Lady Margaret ..	T.V.R. ..	Treherbert ..	W. Henry ..	20
Do. ..		No. 9 ..	G.W.R. .. & T.V.R.	Abernant and Aberdare ..	Wm. Hughes ..	450
Do. ..		Tower ..	G.W.R., R.R. & T.V.R.	Hirwain ..	Isaac H. Jones, C. & M.E., J.P.	374
Do. ..		Werfa ..	G.W.R. and T.V.R.	Abernant and Aberdare ..	Wm. Thomas ..	620
Bwllfa and Merthyr Dare Steam Collieries (1891), Ltd.	Resident Colliery Agent and Director: Rees Llewellyn, J.P., Bwllfa House, Aberdare	Bwllfa, No. 1	T.V.R. ..	Gadlys Junctn., Aberdare		
			G.W.R. ..	Dare Junction, Aberdare	H. H. Evans ..	1,100
Do. ..	Secretary and Sales Agent: T. Ernest Malyon, 54 & 55, Merchants' Exchange, Cardiff	Bwllfa, No. 2 Brickyard & Merthyr Dare ..	T.V.R. ..	Gadlys Junc. Aberdare		
			G.W.R. ..	Dare Junction, Aberdare	Ed. Pugh	745
Cambrian Collieries, Ltd.	Sales Agents: Thomas & Davey	Cambrian Navigation 1	G.W.R. ..	Penygraig ..	Irwin Adams	500
			T.V.R. ..	Llwynypia ..		
Do. ..	Resident Director: D. A. Thomas, M.P.	Cambrian Navigation 2	Do. ..	Do. ..	David Davies	1,230
Do. ..	Secretary: Chas. A. G. Pullin, Exchange Buildings, Cardiff	Cambrian Navigation 3	Do. ..	Do. ..	Irwin Adams	1,800
Cardiff Steam Coal Collieries Co., Ltd.	Arthur E. Morgan, Bute St., Cardiff	Llanbradach, Nos. 1 & 2	R.R. ..	Llanbradach ..	S. Gregory ..	2,085
Cartwright, T. G.	Newport, Mon.	Gilfach ..	B. & M.R. ..	Pengam B. and M.R. ..	.. .. ..	110

LEONARD W. THOMAS, *Secretary and Gen. Mgr. of the Cory Collieries.* CARDIFF.

*Cory, Bros. & Co., Ltd. ..	Cory, Bros. & Co., Ltd., Bute Street, Cardiff	Gelli House	T.V.R. ..	Ystrad ..	F. W. Dyke	Gen'l. Manager of the Co.'s Collieries, W. D. Wight	175
Do.	Do.	Gelli Steam	Do. ..	Do. ..	A. Davies		875
Do.	Do.	Pentre ..	Do. ..	Do. ..	Caswallon Edmunds		1,100
Do.	Do.	Tydraw ..	Do. ..	Treherbert ..	Joseph Ritson		678
Do.	Do.	Tynybedw ..	Do. ..	Ystrad ..	Thomas Williams		782
Crawshay, Bros., Cyfarthfa, Ltd.	P. C. Cooke, Dock Chambers, Cardiff	Canal Level	T.V.R. G.W.R. & R.R. ..	Merthyr ..	Mat Truran ..		115
Do.	Do.	Castle Level	G.W.R. and R.R. ..	Abercanaid ..	W. T. Bowen ..		95
Do.	Do.	Castle ..	G.W.R. and R.R. ..	Do. ..	Do. ..		1,075
Do.	Do.	Cethin ..	T.V.R., .. G.W.R. and R.R.	Pentrebach Abercanaid	Do. ..		345
Do.	Do.	Colliers' Row	T.V.R. and G.W.R. ..	Merthyr ..	Mat Truran ..		45
Do.	Do.	Coedcae ..	G.W.R. and R.R. ..	Do. ..	Do. ..		20
Do.	Do.	Cwm ..	G.W.R. and R.R. ..	Do. ..	Do. ..		925
Do.	Do.	Cwmdu Drift	G.W.R. and R.R. ..	Abercanaid ..	Do. ..		115
Do.	Do.	Mountain Levels	B. & M.R. & L. & N.W.R.	Cefn	Do. ..		55
Do.	Do.	Winch Fawr	G.W.R. and R.R. ..	Abercanaid ..	Do. ..		20
Crown Coal Co.	Treorchy R.S.O.	Crown Level	T.V.R. ..	Treorchy ..	Daniel Thomas (Overman)		11
Cwmamman Coal Co., Ltd.	R. Wallace, Merchants' Exchange, Cardiff	Cwmamman	G.W.R., T.V.R. and R.R. ..	Aberaman ..	Rhys R. Davies		1,050
Do.	Do.	Fforchwen ..	G.W.R., T.V.R. & R.R.	Aberaman ..	Do. ..		900

* See also this Company's Collieries in Glamorgan West.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN EAST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Darranddu Colliery Co. ..	W. H. Hopkins, 14–16 Dowlais Chambers, Cardiff ..	Darranddu	T.V.R. ..	Ynysbwl ..	Saml. Hollister	90
Davies, Daniel	Watford, Caerphilly	Watford ..	R.R. ..	Caerphilly ..	.. .. ..	10
Davies, Thomas	Tairhoel, Pengam	Church ..	T.V.R. and B.R. ..	Pontypridd ..	.. .. ..	25
D. Davis & Sons, Ltd.		Ferndale, No. 1	T.V.R.	Ferndale ..	Thomas John	1,018
Do. ..		Do., No. 2	Do. ..	Do. ..	D. W. Thomas	500
Do. ..		Do., No. 3	Do. ..	Ystrad ..	John Jones	607
Do. ..	E. D. Holdaway and John Davies, Bute Crescent, Cardiff	Do., No. 4	Do. ..	Ferndale ..	Gwilym James	583
Do. ..		Do., No. 5	Do. ..	Do. ..	D. W. Thomas	1,053
Do. ..	Secretary: T. Vivian Rees, Bute Crescent, Cardiff	Do., No. 6	Do. ..	Tylorstown ..	Thomas Holder	454
Do. ..		Do., No. 7	Do. ..	Do. ..	Stephen Davies	948
Do. ..		Do., No. 8	Do. ..	Do. ..	Wm. Griffiths	1,060
Do. ..		Do., No. 9	Do. ..	Do. ..	Do.	95
Edmunds & Co.	Tonyrefail	Rhiwgarn ..	.. ..	Tonyrefail ..	.. .. ..	20
Ely Rhondda Collieries Co., Ltd.	Ogleby & Davies, Mount Stuart Square, Cardiff ..	Dinas Isha	G.W.R. ..	Penygraig ..	Fred Lewis ..	100
Gas Coal Collieries, Ltd. ..	W. E. Nance, 1 Stuart Street, Docks. Head Office: 29 and 30 St. Mary Street, Cardiff	Meiros, Nos. 2 & 3	G.W.R. ..	Llanharran ..	T. H. Hopkins	365

General Manager of the Company's Collieries.
DAVID HASSALL.

Glamorgan Coal Co., Ltd.	Sales Agents: Lysberg, Ltd.	Collena ..	G.W.R. ..	Tonyrefail ..	Gomer Evans	250
Do. ..		Gilfach ..	G.W.R. ..	Gilfach Goch ..	Do.	155
Do. ..	Managing Director: D. A. Thomas, M.P.	Llwynypia, No. 1	T.V.R. ..	Llwynypia ..	David Morgan	1,340
Do. ..		Do., No. 2	T.V.R. ..	Do. ..	Tom Evans	1,475
Do. ..	Secretary: Chas. A. G. Pullin, Bute Crescent, Cardiff	Do., No. 6	T.V.R. ..	Do. ..	Do.	600
Do. ..		Sherwood ..	T.V.R. ..	Do. ..	David Morgan	500
Glenavon Rhondda Collieries Co., Ltd.	Post Office Chambers, Port Talbot	Glen Rhondda	T.V.R. ..	Treherbert ..	Wm. Dryburgh	75
Great Western Colliery Co., Ltd.		Hetty ..	T.V.R. and B.R. ..	Pontypridd ..	Wm. James	955
Do. ..	S. G. Fifoot, West Bute St., Cardiff	Maritime ..	Do. ..	Do. ..	W. J. Davies	205
Do. ..		Maritime Lvl	Do. ..	Do. ..	Do.	395
Do. ..	Secretary: Frederick S. Sage, 11 St. Stephen's Street, Bristol	No. 2 Pit ..	Do. ..	Do. ..	Wm. James	470
Do. ..		No. 3 Pit ..	Do. ..	Do. ..	Do.	125
Do. ..		Penrhiw ..	Do. ..	Do. ..	W. J. Davies	550
Do. ..		Tymawr ..	Do. ..	Do. ..	Wm. James	860
Greener, G. A.	Castellau, Llantrisant ..	Gelynog Red Ash ..	G.W.R. ..	Llantrisant ..	H. Greener ..	15
Gubbings & Richards ..	Ynyshir, Porth, R.S.O. ..	Llantwit ..	T.V.R. ..	Llantwit Fardre ..	.. .. ..	30
*Guest, Keen & Nettlefolds, Ltd.	P. C. Cooke, Dock Chambers, Cardiff	Bedlinog, No. 1	G.W.R. and R.R. ..	Bedlinog ..	G. M. Evans ..	1,080
Do.	Do.	Do., No. 2	Do. ..	Do. ..	Do. ..	710
Do.	Do.	Black Vein Drift and Water Lvls	G.W.R. and R.R. ..	Dowlais ..	Wm. Jones ..	135
Do.	Do.	Cwmbargoed	L. & N.W.R.	Cwmbargoed ..	John Bevan ..	220
Do.	Do.	Dowlais, Cardiff, Nos. 1 & 2	T.V.R. ..	Abercynon ..	Bruce Jones ..	2,070
Do.	Do.	Fochriw, No. 1	B. & M.R. ..	Fochriw ..	John H. Jones	525
Do.	Do.	Do., No. 2	B. & M.R. ..	Do. ..	Do. ..	960
Do.	Do.	Nantwen ..	G.W.R. & R.R	Bedlinog ..	Thomas Bevan	365
Do.	Do.	South Tunnel	B. & M.R. ..	Fochriw ..	John Bevan ..	465
Hammond, E.	Penrhiwfer, Porth, R.S.O. ..	Caerlan ..	G.W.R. ..	Tonyrefail ..	.. .. ..	15
Do.	Do.	Penrhiwfer	T.V.R. ..	Porth	E. Hammond ..	30

Director & General Manager of the Company's Collieries, LEONARD. W. LLEWELLYN

General Manager of the Co.'s Collieries, HUGH BRAMWELL

* See also this Company's Collieries in Monmouthshire.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN EAST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
*Hedley's Collieries Co., Ltd.	E. W. Cook & Co., Swansea ..	Raglan ..	G.W.R. ..	Ty Hirwain Jn.	H. V. Thornley	285
Do.	Do.	Brynwith ..	G.W.R. ..	Do. ..	Do. ..	130
Hill's Plymouth Co., Ltd.	Adams & Wilson, Dock Chambers, Cardiff	Balca ..	T.V.R. ..	Pentrebach ..	Henry John ..	15
Do.	Do.	Brazil ..	T.V.R. ..	Do. ..	Henry Thomas	25
Do.	Do.	Clynmill ..	T.V.R. and G.W.R.	Brandy Bridge Junction ..	W. W. Green ..	170
Do.	Do.	Graig ..	T.V.R. ..	Pentrebach ..	Do. ..	150
Do.	Do.	N'th Duffryn	T.V.R. ..	Do. ..	Do. ..	15
Do.	Do.	Penylan ..	T.V.R. ..	Do. ..	Do. ..	20
Do.	Do.	Saron ..	T.V.R. ..	Troedyrhiw ..	Do. ..	90
Do.	Do.	S'th Duffryn No. 1	T.V.R. ..	Do. ..	Do. ..	1,200
Do.	Do.	Do., No. 2	T.V.R. ..	Do. ..	Do. ..	395
Do.	Do.	Do., Level	T.V.R. ..	Do. ..	Do. ..	70
Do.	Do.	Taibach ..	T.V.R. ..	Pentrebach ..	Do. ..	40
Insoles, Ltd.	George Insole & Son (G. F. Insole & W. North Lewis), 3 & 4 Bute Crescent, Cardiff	Cymmer Old and New	T.V.R. ..	Porth	Thos. Griffiths, *Director and General Manager of the Company's Collieries*	1,830
Do.	Do.	Cymmer Up.	T.V.R. ..	Do. ..	Do. ..	405
Do.	Do.	Do., No. 2	T.V.R. ..	Do. ..	Do. ..	305
Jenkins Bros.	Mountain Hare, Merthyr ..	Pencoedcae	T.V.R. ..	Merthyr ..	.. .. ..	20
Jenkins, Exors. of the late T.	Wernydomen Farm, Caerphilly	Wernydomen	B. & M.R. ..	Caerphilly ..	.. .. ..	45
Lewis Merthyr Consolidated Collieries, Ltd.	W. H. James, West Bute St., Cardiff	Bertie ..	T.V.R. ..	Trehafod ..	Charles Oatridge	988
Do.	Do.	Coedcae ..	T.V.R. ..	Do. ..	C. M. Roberts	451
Do.	Do.	Hafod ..	T.V.R. ..	Do. ..	Timothy Evans	835
Do.	Do.	Lady Lewis	T.V.R. ..	Porth	D. L. Bowen	619
Do.	Do.	Senghenydd	R.R. ..	Senghenydd ..	E. Shaw	1,600
Do.	Do.	Trevor ..	T.V.R. ..	Trehafod ..	B. Thomas	918

Gen. Man. of Collieries. J. W. HUTCHINSON.

Llewellyn, D. R.	Bwllfa, Aberdare	Windber ..	T.V.R. ..	Aberdare ..	D. R. Llewellyn	45
Lloyd & Williams	34 Church Street, Ton Pentre, R.S.O. .. .. .. Com. Manager: H. C. Rolfe.	Ystrad Rhondda	T.V.R. ..	Ystrad ..	Wm. Williams	30
Llwydcoed Collieries, Ltd.	Gen. Mangr. & Agent: Josiah Bentham, St. George's Hse, Eastcheap, London, E.C.	Duffryn Dare	T.V.R. ..	Aberdare ..	Henry Jones ..	190
Do. ..		Llwydcoed ..	G.W.R. ..	Llwydcoed ..	Do. ..	300
Lock & Walker	Penygraig	Lwr. Gilfach	G.W.R. ..	Gilfach ..	.. .. ..	25
Locket's Merthyr Collieries (1894), Ltd.	W. H. Mewton, James Street, Cardiff	Mardy, No. 1	T.V.R. ..	Mardy ..	H. E. Maltby ..	650
Do.	Do.	Do., No. 2	T.V.R. ..	Do. ..	Do. ..	940
Do.	Do.	Do., No. 3	T.V.R. ..	Do. ..	Do. ..	460
Mynachdy Colliery Co. (1903), Ltd.	Fred. W. Holman, Albert Chmbrs., High St., Cardiff	Mynachdy ..	T.V.R. ..	Ynysybwl ..	Pryce Davies..	200
Naval Colliery Co. (1897), Ltd.	L. Gueret (Ltd.), Exchange Buildings, Cardiff	Adare ..	G.W.R. ..	Penygraig ..	Samuel Price ..	160
Do.	Do.	Ely	G.W.R. ..	Do. ..	Do. ..	860
Do.	Do.	Nantgwyn ..	G.W.R. ..	Do. ..	Do. ..	825
Do.	Do.	Pandy ..	G.W.R. ..	Do. ..	Do. ..	70
Nixon's Navigation Co., Ltd.	J. Lane Herbert, West Bute Street, Cardiff	Cwm Cynon	T.V.R. and G.W.R.	Penrhiwceiber	F.W. Bell	1,826
Do.	Do.	Deep Duffryn	Do. ..	Mountain Ash	W. Morgan	1,597
Do.	Do.	Glyn Gwyn	Do. ..	Do. ..	F.W. Bell	230
Do.	Do.	Merthyr Vale, Nos. 1 & 2	T.V.R. .. G.W.R. & R.R. ..	Merthyr Vale Aberfan ..	Thomas Williams	3,252
Do.	Do.	Navigation	T.V.R. and G.W.R.	Mountain Ash	W. Morgan	2,009
*Ocean Coal Co., Ltd. ..	Com. Mngr. & Director: Thos. Evans, Bute Crescent, Cardiff	Dare ..	T.V.R. ..	Treorchy ..	General Manager of the Collieries and Director—Wm. Jenkins	920
Do.	Do.	D'p Navgtn., Nth. & Sth.	G.W.R. and R.R. ..	Treharris ..		1,765
Do.	Do.	Eastern ..	T.V.R. ..	Ystrad.. ..		750
Do.	Do.	LadyWindsor	T.V.R. ..	Ynysybwl ..		1,065
Do.	Do.	Maindy ..	T.V.R. ..	Ystrad.. ..		1,030
Do.	Do.	Do. Level	T.V.R. ..	Do. ..		45
Do.	Do.	Park ..	T.V.R. ..	Do. ..		995

General Manager of the Company's Collieries, H. E. Gray.

* See also this Company's Collieries in Glamorgan West.

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN EAST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Owens, Evan, & Co. ..	Pentyrch, near Cardiff ..	Pentyrch ..	T.V.R. and B.R. ..	Taffs Well ..	.. .. ..	10
Park House & Gas Coal Co.	Llantwit Vardre, Pontypridd	Park House & Gas Coal	T.V.R. and B.R. ..	Llantwit ..	D. P. Thomas	22
Parrish, Walter J. ..	Walter J. Parrish, Cwmdare, Aberdare	Nantmelyn Graig	T.V.R. and G.W.R. ..	Aberdare ..	Daniel Jones ..	45
Penrikyber Navigation Colliery Co., Ltd.	Com. Agents—Messrs. Cory, Bros. & Co., Ltd., Bute St., Cardiff	Penrikyber, Nos. 1 & 2	T.V.R. ..	Penrhiwceiber	Edmd. L. Hann	1,790
Pentwyn Black Vein Collieries, Ltd.	W. S. Wardlaw .. .. Sales Agent—F.J. Broomfield, 109 The Exchange, Cardiff	Pentwyn ..	B. & M.R. ..	Machen ..	W S. Wardlaw	60
Penygraig Coal Co. ..	J. C. Jones, 5 Dock Chambers, Cardiff	Penygraig ..	G.W.R. ..	Penygraig ..	D. P. Thomas	190
Phillips & Mogford ..	Pontypridd	Pwllgwaun	T.V.R. and B.R. ..	Pontypridd ..	Geo. Cousins ..	30
*Powell Duffryn Steam Coal Co., Ltd.	Bickerton Pratt, Bute Street, Cardiff	Aberdare ..	T.V.R. ..	Aberaman ..	T.L.Davies	1,655
Do. ..		Cwmneol ..	T.V.R. and G.W.R. ..	Do. ..	Ben Lewis	525
Do. ..	Secretary of the Company—Frederick Hanford, 101, Leadenhall Street, London, E.C.	Fforchaman	T.V.R. and G.W.R. ..	Do. ..	T. L. Davies	630
Do. ..		Lletty Shenkin	T.V.R. and G.W.R. ..	Do. ..	D. R. Morgan	765
Do. ..		Lr. Duffryn	Do.	Mountain Ash	J. Powell	585
Do. ..		Penallta ..	R.R. ..	Hengoed ..	W.H.Jones	200
Do. ..		Treaman ..	T.V.R. and G.W.R.	Aberaman ..	D. R. Morgan	335
Prosser, David	Mountain Ash	Miskin ..	Do.	Mountain Ash	R. Edwards ..	80
T. Rees & Co., Ltd. ..	7, Mount Stuart Square, Cardiff	Furnace Blwm	R.R. ..	Caerphilly ..	.. .. ..	30

*General Manager of the Company's Collieries, E. M. HANN.

*Rhymney Iron Co., Ltd		Cefn Brithdir	R.R. ..	Brithdir	Ernest H. Thomas	220
Do. ..		Darran ..	R.R. ..	Darran ..	Do.	255
Do. ..		Gilfach ..	R.R. ..	Pengam ..	Do.	275
Do. ..	J. B. Saunders, Secretary, 26 Martin's Lane, London, E.C.	Groesfaen ..	R.R. ..	Bargoed ..	Wm. Smith	155
Do. ..		Mardy ..	R.R. ..	Rhymney ..	Wm. Morgan	385
Do. ..	J. R. Thomas, Cardiff Mngr., Exchange, Cardiff	New Duffryn Rhymney, Merthyr	R.R. ..	Do. ..	Do.	290
		No. 1 ..	R.R. ..	Pontlottyn ..	Do.	520
Do. ..		Do., No. 2 ..	R.R. ..	Do. ..	Do.	745
Do. ..		Terrace ..	R.R. ..	Rhymney ..	Do.	50
Rockwood Colliery Co. ..	116 Exchange Buildings, Cardiff	Rockwood ..	T.V.R. and B.R. ..	Taffs Well ..	.. .. ..	20
South Rhondda Colliery Co. (1898), Ltd.	A. W. Travis, 55 & 56 Exchange Buildings, Cardiff	South Rhondda	G.W.R. ..	Llanharran ..	Wm. Williams	300
South Wales United Collieries, Ltd.	Harold T. Hunt, George St., Cardiff	Caradog Vale	G.W.R. ..	Hendre Forgan	H. G. J. Barrow	70
Taylor, Thos.	W. H. Hopkins, 14–16 Dowlais Chambers, Cardiff ..	Energlyn ..	B.R. & R.R.	Caerphilly ..	S. Hollister ..	95
Thomas, J. H.	G. Harwood Rake, Sguborwen Colliery, Aberdare	Sguborwen	G.W.R. and T.V.R. ..	Aberdare ..	Wm. Eynon ..	125
Troedyrhiw Coal Co. ..	John Andrews, Bute Crescent, Cardiff	Ynysfaio, Nos. 1, 2 & 3	T.V.R. ..	Treherbert ..	H. G. Hill ..	1,175
*United National Collieries, Ltd.	Watts, Watts & Co, Commercial Managers; Sec., Jas. Miles, Exchange Buildings, Cardiff	National, Nos. 1 & 2	T.V.R. ..	Wattstown ..	John Kane; Agent—Ivor Llewellyn ..	1,300
Walters & Hibbert ..	Cilfynydd, near Pontypridd ..	Mynydd-ysllwyn ..	T.V.R. ..	Cilfynydd ..	.. .. ..	20
Warren Llantwit Red Ash Colliery Co.	Llantwit Vardre, Pontypridd	Warren Llantwit	T.V.R. and B.R. ..	Treforest ..	.. .. ..	15
Geo. Watkinson & Sons, Ltd.	William Taylor, 2 Dock Chambers, Cardiff	Fernhill, Nos. 1 & 2	T.V.R. ..	Treherbert ..	D. R. Jones ..	705
Do.	Do.	N. Dunraven	Do. ..	Do. ..	Do. ..	275
Welsh Navigation Steam Coal Co., Ltd.	D. Ellis, 12 Bute Crescent, Cardiff	Coedely ..	G.W.R. ..	Tonyrefail ..	Griffith Jones	155

General Manager of the Company's Collieries, WILLIAM SMITH.

* See also this Company's Collieries in Monmouthshire.

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN EAST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Wilkins, John	Ty Rhas, Llwydcoed, Aberdare	Tyrergid ..	G.W.R. ..	Llwydcoed ..	Wm. Eynon ..	80
Williams, W.	Brynteg House, Abergwynfi	Gelli Ishaf ..	G.W.R. ..	Aberdare ..	Wm. Williams	35
Windsor Steam Coal Co. (1901), Ltd.	Geo. Insole & Son, (G. F. Insole & W. North Lewis), Bute Crescent, Cardiff	Windsor ..	R.R. ..	Abertridwr ..	Walter B. Jones Dretr. & Gen. Man. of Cols., Wm. Griffiths	1,125
Ynishir Steam Coal Co. (W. James Thomas)	W. J. Kestell, Exchange, Cardiff	YnishirSteam Coal Collieries	T.V.R. ..	Ynishir ..	John Thomas & D. Williams	1,200
Do.	Do.	Ynishir Hse. Coal Colliery	Do. ..	Do. ..	Edwin Hopkins	70

Collieries employing less than 10 men not included.

GLAMORGAN WEST.

Amman Anthracite Collieries, Ltd.	Cann & Glass, Swansea ..	Amman ..	G.W.R. and M.R. ..	Brynamman ..	D. J. Thomas..	80
Andrews, S., & Sons ..	W. E. Nance, 1 Stuart Street, Cardiff	Brynmenyn	G.W.R. ..	Brynmenyn ..	William Jones	195
*Baldwins, Ltd.	Collieries Department, Port Talbot	Aberbaiden	G.W.R. ..	Kenfig Hill ..	W. Thomas ..	200
Do.	Do.	Bryn Navigation	P.T.R. ..	Bryn	Herbert Griffiths ..	125
Do.	Do.	Bryn ..	P.T.R. ..	Do. ..	Do. ..	70
Do.	Do.	Cwmavon (Oakwood Levels ..	R. & S.B.R.	Cwmavon ..	Daniel Martell	20
Bevan & Bowen	Edward Bevan, Swansea ..	Up. Graigola	M.R. ..	Glais, R.S.O...	Evan Lewis ..	25
Birchgrove Collieries, Ltd.	Llansamlet, Swansea ..	Birchgrove	M.R. ..	Llansamlet ..	Walter Lewis..	220
Blaencaegurwen Colliery Co.	Upper Cwmtwrch, Swansea Valley	Blaencaegurwen ..	M.R. ..	Brynamman ..	Owen Powell ..	295

Blaen Graigola Colliery Co.	David Lewis, Swansea Road, Pontardawe	Blaen Graigola	M.R. ..	Pontardawe ..	David Gibbs ..	15
British Rhondda Steam Coal Co., Ltd.	W. T. Rowlands, British Rhondda Colliery Office, Glyn Neath	British Rhondda	G.W.R. ..	Glyn Neath ..	David Smith ..	205
Bryncethin Colliery Co., Ltd.	Com. Man.—W. S. Wardlaw; Sales Agents—J. G. Wilson & Co., 117 Exchange Buildings, Cardiff	Bryncethin	G.W.R. ..	Tondu ..	W. S. Wardlaw	180
Bush Colliery Co.	Temple Stroud, 11 Cambrian Place, Swansea	Bush ..	G.W.R. ..	Neath	Thomas Owen	60
Caenewydd Colliery Co., Ltd.	Dunraven Terrace, Gowerton, Swansea	Caenewydd	L. & N.W.R.	Gorseinon ..	.. .. ..	10
Cambrian Mercantile Syndicate, Ltd.	Com. Mangr.—E. J. Smith; Shipping Agent, J. A. De Courcy-Lyons, 7 Cambrian Place, Swansea	Cambrian Mercantile	N. & B.R. ..	Ynys-y-Geinen	Jn. Standidge	87
Cammel, Laird & Co., Ltd.	J. H. Hanlin, 3 Gloucester Place, Swansea	Clyne Valley	L. & N.W.R. & MumblesR.	Mumbles Road	A. G. Fleming	320
Cardiff District Collieries, Ltd	P. W. Gibbs, 46 Mount Stuart Square, Cardiff	Heollaethog	G.W.R. ..	Tondu ..	John Brace ..	100
Cardiff House & Steam Coal Co., Ltd...	24 Duke Street, Cardiff ..	Tygwynbach	G.W.R. ..	Caerau ..	Henry Walters	35
Cefnstelle Colliery Co. ..	Gowerton, Swansea	Cefnstelle ..	L. & N.W.R.	Gowerton ..	.. .. ..	30
Charles & Owen	H. Owen, Oakwood, Pontrhydyfen, Port Talbot ..	Rhydavon ..	R. & S.B.R.	Pontrhydyfen	.. .. ..	25
Corrwg Vale Colliery Co., Ltd.	Redgrave & Co., Swansea ..	Corrwg Vale	G.W.R. ..	Neath	John Howells	35
†Cory, Bros. & Co., Ltd. ..	Bute Street, Cardiff	Aber ..	G.W.R. ..	Ogmore Vale ..	Thos. Redshaw	513
Do.	Do.	No. 1 Level, Tynycwm	G.W.R. ..	Resolven ..	Wm. M. Jones	135
Do.	Do.	Rheola and Glyncastle	G.W.R. ..	Do. ..	Do. ..	581
Do.	Do.	Wyndham, Nos. 1 & 2	G.W.R. ..	Ogmore Vale ..	D. Richards ..	1,106
Coytrahen Park Colliery Co.	M. H. Tyack, 7 Exchange Buildings, Swansea ..	Coytrahen Park	G.W.R. ..	Tondu ..	E. Ace ..	35
Craigafon Colliery Co. ..	Port Talbot	Craig Avon..	P.T.R. ..	Port Talbot ..	D. W. Evans ..	25
Cribbwr Colliery Co. ..	Aberkenfig, Bridgend ..	Cribbwr ..	G.W.R. ..	Pyle	Jos. Evans ..	40

* See also this Company's Collieries in Monmouthshire. † See also this Company's Collieries in Glamorgan East.

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN WEST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Cribbwr Fawr Collieries, Ltd.	Sole Sales Agents: D. Treharne & Co., Port Talbot & Swansea	Cribbwr Fawr	G.W.R. .. and P.T.R.	Pyle Bryndu	Thomas Reece	400
Crynant Colliery Co., Ltd.	David Daniel, 17 Adelaide St., Swansea	Crynant ..	G.W.R. and N. & B.R.	Crynant ..	Daniel Daniel	110
Cwmcorrwg Colliery Co. ..	Redgrave & Co., Swansea ..	Cwmcorrwg	.. ..	.. .. ..	Watkin Morris	60
Cwmgelly Colliery Co., Ltd	Landore, Swansea	Cwmgelly ..	G.W.R. ..	Landore ..	.. .. ..	25
Cwmteg Anthracite Colliery Co., Ltd.	5 Prospect Place, Swansea ..	Cwmteg ..	M.R. ..	Brynamman	P. T. Jenkins..	300
Cynon Colliery Co., Ltd. ..	Port Talbot	Cynon ..	R. & S.B.R.	Pontrhydyfen	John Beamand	235
Diamond Anthracite Mine Co.	Ystalyfera, Swansea Valley..	Ynisci ..	N. & B.R. ..	Ystradgynlais	F. W. Davies ..	40
Dillwyn Colliery Co., Ltd.	Cardiff	Dillwyn ..	N. & B.R. ..	Crynant ..	John Howells..	130
Dinas Main Coal Co. ..	E. O. Jones, Merchants' Exchange, Cardiff	Britannic ..	G.W.R. ..	Gilfach ..	D. Bowen Jones	590
Do.	Do.	Dinas Main Level ..	G.W.R. ..	Do. ..	Do. ..	60
Do.	Do.	Do. Pit ..	G.W.R. ..	Do. ..	Do. ..	180
Duffryn Rhondda Colliery Co., Ltd.	F. E. Jacob, Director and Gen. Manager, Port Talbot	Duffryn Rhondda	R. & S.B.R.	Cymmer ..	Arthur Richards	460
Do.	Do.	Do. Pits ..	R. & S.B.R.	Do. ..	W. H. Plummer	210
Edwards & Howells ..	Aberdylais, Neath	Lletty Mawr	.. ..	.. .. ..	Paul Williams	30
Elba Colliery Co.	Gowerton	Elba ..	G.W.R. and L. & N.W.R.	Gowerton ..	Thos. Williams	25
Elders' Navigation Collieries, Ltd.	A. A. Doorly, 21 Merchants' Exchange, Cardiff	Garth Merthyr	G.W.R. .. and P.T.R. ..	Troedyrhiw Garth Garth	Peter Allen ..	760
Do.	Do.	Maesteg Merthyr	G.W.R. .. and P.T.R. ..	Maesteg Garth	E. J. Bevan ..	355

Evans & Bevan	Neath	Brynteg ..	N. & B.R. ..	Seven Sisters ..	John Garbett..	95
Do.	Do.	Seven Sisters	N. & B.R. ..	Do. ..	D. W. Thomas	440
Ffaldau Colliery Co., Ltd.	Pyman, Watson & Co., Ltd., Exchange Bldngs., Cardiff	Oriental Pit	G.W.R. ..	Pontycymmer	Wm. Johnson	625
Do.	Do.	Ffaldau Pit	G.W.R. ..	Do. ..	Do. ..	355
Fforest Isaf Colliery Co. ..	Summerfield Place, Neath ..	Fforest Isaf	.. ..	.. .. ..	Watkin Morris	60
Foxhole Collieries, Ltd. ..	Jno. Clement, Queen's Buildings, Swansea	Upper Bank	M.R. and G.W.R. ..	Upper Bank ..	John Hopkins	135
Garw & Braichycymmer Collieries, Ltd.	Samuel Llewellyn, 3 Prospect Place, Swansea	Darran ..	G.W.R. ..	Pontycymmer	William Evans	280
Do.	Do.	Garw, No. 2 Slant ..	G.W.R. ..	Pontyrhyll ..	David Thomas	187
Gellihir Colliery Co. ..	Llangonoyd, near Bridgend..	Gellyhir ..	G.W.R. ..	Llangonoyd ..	Wm. Price ..	60
Gendros Coal & Brick Co., Ltd.	Forest Fach	Gendros ..	.. ..	.. .. ..	J. D. Jones ..	30
George, Phillip	Llewellyn George, Mooretown Colliery, Skewen	Mooretown	G.W.R. ..	Skewen ..	Phillip George	35
Gilwen Colliery Co., Ltd. ..	Com. Managr: W. L. Morgan, Gilwen Colliery, Lower Cwmtwrch, Swansea Valley Shipping Agents: Cann & Glass, Swansea	Gilwen ..	M.R. ..	Gurnos ..	J. H. Williams	260
Glangarnant Colliery Co., Ltd.	H. Rees Jones, Director, Somerset Place, Swansea, & Merchants' Exch'ge, Cardiff	Glangarnant	G.W.R. ..	Garnant ..	D. C. Rees ..	160
Glasbrook Bros., Ltd.	14 Cambrian Place, Swansea	Garngoch ..	G.W.R. and			
		No. 1	L. & N.W.R.	Gowerton ..	J. W. Evans ..	330
Do.	Do.	Do., No. 2	Do., do. ..	Do. ..	Do. ..	473
Do.	Do.	Do., No. 3	Do., do. ..	Do. ..	S. R. Morgan..	179
Glenavon Rhondda Colliery Co., Ltd.	Post Office Chambers, Port Talbot	Glenavon ..	G.W.R. ..	Cymmer ..	J. Elias Hughes	125
Do.	Do.	Glyncymmer	Do. ..	Do. ..	David Daniel..	190
Do.	Do.	Treshencyn	Do. ..	Abergwynfi ..	J. Elias Hughes	95
Glyncorrwg Colliery, Ltd.	H. J. Heath, Briton Ferry ..	Glyncorrwg, North Pit	S.W. Mineral R. ..	Glyncorrwg ..	Matthew Evans	190
Do.	Do.	Do., South Pit	Do. ..	Do. ..	Do. ..	195
Do.	Do.	Do. Pits ..	R. & S.B.R.	Blaengwynfi ..	Guy Warren ..	310
Do.	Do.	Do., Corrwg Rhondda	Do. ..	Do. ..	Do. ..	385

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN WEST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Graigfach Colliery Co., Ltd.	Gloucester House, Swansea..	Graigfach ..	M.R. ..	Ystalyfera ..	Oliver Jones ..	35
Graigola Merthyr Co., Ltd.	W. T. Farr, Cambrian Place, Swansea	Clydach Merthyr	M.R. ..	Clydach ..	W. J. Barnes ..	448
Do.		Graig Cwm..	M.R. ..	Do. ..	Do. ..	58
Do.		Do. Merthyr	L. & N.W.R.	Pontardulais ..	D. J. Davies ..	480
Great Western Railway Co.	Paddington, London, W. ..	Avon ..	G.W.R. ..	Abergwynfi ..	D. J. Perry ..	605
Gwaun-cae-Gurwen Colliery Co., Ltd.	R. L. Sails, Swansea	Gwaun-Cae-Gurwen	G.W.R. ..	Garnant ..	Jos. Hargreaves	200
		Brook Drift	and M.R. ..	Gurnos ..		
Do.	Do.	Do., New Pit	Do., do. ..	Do., do. ..	Do. ..	670
Do.	Do.	Do., Old Pit	Do., do. ..	Do., do. ..	Do. ..	320
*Hedley's Collieries Co. ..	E. W. Cook & Co., Swansea..	Cwrtybettws	G.W.R. ..	Neath Abbey..	George Dawkins	385
Do.	Do.	Garnet ..	G.W.R. ..	Do. ..	Do. ..	15
Hill, S. & J.	Wm. Hill, Prospect Place, Swansea	Cwmclydach	G.W.R. Co.'s			
		Graigola	Canal & M.R.	Clydach ..	Samuel Hill ..	70
Do.	Do.	Hill's Merthyr	Do. ..	Do. ..	Do. ..	20
Hinds, David	7 Dillwyn Street, Swansea ..	Llanmorlais	L. & N.W.R.	Llanmorlais ..	.. .. ..	30
Hodgens, Richard ..	Richard Hodgens, Adelaide Chambers, Swansea ..	Copper Pit..	G.W.R. ..	Morriston ..	D. L. Thomas	120
Holmes, W. W., & Co. ..	Managers: W. W. Holmes & Co., 2 Gloucester Place, Swansea	Killan ..	L. & N.W.R.	Dunvant ..	Wm. Jones ..	270
Howell, Llew., & Co. ..	Herbert Hudson, Station Rd., Port Talbot	Argoed ..	R. & S.B.R.	Pontrhydyfen	Gwilym Llewellyn ..	125
Howell, Thomas, & Co. ..	Foxhole, Swansea	Cwm Pit ..	G.W.R. ..	Foxhole ..	.. .. ..	30
International Coal Co., Ltd.	Alfred Edwards, Secretary; T. Sidney Jones, Sales Agent, Exchange, Cardiff	Internat'nal, Nos. 1, 2 & 3	G.W.R. ..	Blaengarw ..	W. J. Morgan	765
Jenkins & Thomas ..	Pontrhydyfen, Port Talbot ..	Graig-y-Fedw	R. & S.B.R.	Pontrhydyfen	.. .. ..	25
John, J. & D. W.	Clydach, R.S.O.	Glyncoch ..	M.R. ..	Clydach-on-Tawe		20

Jones, T., Exors. of the late	22 St. Mary Street, Cardiff ..	Cefn Slip ..	G.W.R. ..	Kenfig Hill ..	Chas. E. Tapson	475
Do.	Do.	Empire ..	G.W.R. ..	Glyn Neath ..	Henry Trotter	65
Le Boulanger, F.	3 Gloucester Place, Swansea	Court Sart ..	R. & S.B.R.	Court Sart ..	Robert Snape	45
Lewis Graigola Colliery Co., Ltd.	Evan Lewis, Lewis Graigola Coll'ry, Glais, Clydach, R.S.O.	Lewis Graigola	M.R. ..	Glais ..	Evan Lewis ..	90
Lloyd & Co.	Ynysfechan, Pontardawe ..	Ynysfechan	M.R. ..	Pontardawe ..	.. .. ..	15
Llwyndu Brick Co. ..	Evan Lewis, Llwyndu Col'ry, Glais, Clydach, R.S.O. ..	Llwyndu ..	M.R. ..	Glais	Evan Lewis ..	35
Llwynon Colliery Co. ..	Redgrave & Co., Burrows' Chambers, Swansea ..	Llwynon ..	N. & B.R. ..	Crynant ..	John R. Hughes	250
Loughor Colliery Co., Ltd.	J. E. Thomas, Secretary, 35 & 36 Wind Street, Swansea..	Cae Duke ..	G.W.R. ..	Gowerton ..	Albert Harding	350
Lynch Colliery Co... ..	Llanmorlais, Penclawdd ..	Lynch ..	L. & N.W.R.	Llanmorlais ..	.. .. ..	35
Maddocks, Jonathan ..	1 Richard Street, Pontycymmer, near Bridgend ..	Llest, No. 2	G.W.R. ..	Pontyrhill ..	.. .. ..	25
Main Colliery Co., Ltd. ..	T. Grice Lloyd, Neath Abbey, Neath	Court Herbert	G.W.R. ..	Neath Abbey ..	J. Westmancott	160
Do.	Do.	No. 1 Main	G.W.R. ..	Do. ..	Thomas James	885
Do.	Do.	Wainceirch	G.W.R. ..	Do. ..	J. Westmancott	25
Merthyr Llantwit Colliery Co. (R. A. Barrett and E. Garside)	Tonmawr, near Port Talbot..	Merthyr Llantwit	P.T.R. ..	Port Talbot ..	Edw. Garside	135
Moody Bros. & Co. ..	Secretary: Richard Thomas, Swansea	Moody's Graigola	M.R. ..	Clydach-on-Tawe	Lewis Thomas	100
Mountain Colliery Co., Ltd.	J. N. H. Powell, 35 Wind St. Swansea	Mountain ..	L. & N.W.R.	Gorseinon ..	A. Harding ..	400
Do.	Do.	Do. (Cefnarda)	Do. ..	Do. ..	.. .. ..	15
Neath Merthyr Colliery, Ltd.	Resolven, Neath	Cefn Mawr ..	G.W.R. ..	Resolven ..	Thomas Hughes	100
Do.	Do.	Gored Merthyr	G.W.R. ..	Do. ..	Do. ..	15
New Blaengarw Colliery Co., Ltd...	2 Cambrian Place, Swansea..	Victoria ..	G.W.R. ..	Blaengarw ..	Wm. Hunter ..	125
New Cwmgorse Colliery Co., Ltd.	Western Valleys Anth. Co., Glo'ster Chambers, Swansea	New Cwmgorse	G.W.R. ..	Gwaun-cae-Gurwen	J. Davies; Gen. Man. of Cols., J. Hargreaves	235

General Manager: H. T. WALES.

* See also this Company's Collieries in Glamorgan East.

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN WEST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
New Gorwydd Colliery Co.	23 Lakefield Place, Llanelly..	Nw. Gorwydd	G.W.R. ..	Gowerton ..	.. .. ..	20
New Llanerch Colliery Co.	David R. Evans, Victoria Chambers, Pier St., Swansea	New Llanerch	M.R. ..	Upper Bank ..	John Leyshon (Under-Manag.)	36
North's Navigation Collieries (1889), Ltd.	A. J. Griffiths, Exchange Buildings, Cardiff	Caerau ..	G.W.R. ..	Caerau ..	Jenkin Jones	1,670
Do.	Do.	Coegnant, N. and S. Pits	G.W.R. ..	Coegnant Siding, Caerau	David Davies	1,635
Do.	Do.	Maesteg Deep	G.W.R. and P.T.R.	Maesteg ..	David Evans	560
Do.	Do.	No. 9 ..	Do., do. ..	Do. ..	Do...	280
*Ocean Coal Co., Ltd. ..	Commercial Manager and Director: Thomas Evans, Bute Crescent, Cardiff	Garw ..	G.W.R., T.V.R., and R.R.	Blaengarw	General Managr of Collieries and Director,	725
Do.	Do.	Western ..	G.W.R. ..	Nantymoel	W. Jenkins	815
Park-y-Bryn Colliery Co...	F. E. Jacob (Managing Director): Sec., C. G. West, 31 Pentyla, Aberavon; Shpg. & Com. Office, 13 Station Road, Port Talbot ..	Parc-y-Bryn	P.T.R. ..	Bryn	Eli Pugh ..	108
Penlan Colliery Co., Ltd. ..	Penclawdd, R.S.O.	Penlan ..	L. & N.W.R.	Penclawdd ..	.. .. ..	130
Phillips, Hy. Rivers ..	H. R. Phillips, 8 Cambrian Place, Swansea	New Wernddu	M.R. ..	Pontardawe ..	D. T. Williams	90
Phœnix Merthyr Coal Co., Ltd.	Evans & Reid, Mount Stuart Square, Cardiff	Phœnix Glyncorrwg	R. & S.B.R., S.W.M.R.	Cymmer ..	W. H. Wain ..	225
Pwllbach Colliery Co., Ltd.	Thos. H. Henderson, Queen's Buildings, Swansea ..	Pwllbach ..	M.R. ..	Ystalyfera ..	D. W. Davies..	78
Do.	Do.	Tirbach ..	Do. ..	Do. ..	Do. ..	280
Rees, David	Forest Fach	Cape ..	G.W.R. ..	Gowerton ..	.. .. ..	25
Richard, Philip	The Hill, Sketty, R.S.O. ..	Commercial	L. & N.W.R.	Killay ..	Jos. Tanner ..	210
Do.	Do.	Dunvant ..	L. & N.W.R.	Dunvant ..	Do. ..	70
Do.	Do.	Weig Fawr..	G.W.R. ..	Cockett ..	Do. ..	40

*Director and General Manager, J. Boyd Harvey.

Rock Collieries, Ltd. ..	Thomas Jones, 11 Cross St., Swansea	Rock ..	G.W.R. ..	Glyn Neath ..	Henry Rees ..	70
South Wales Primrose Coal Co., Ltd.	E. W. Cook & Co., Swansea	Cwmnantllwyd, Nos. 1, 2, & 3 Drift & Pit	M.R. ..	Pontardawe ..	H. V. Thornley	55
Do.		New Primrose ..	M.R. ..	Do. ..	Do. ..	100
Do.		Tareni, Nos. 1 & 2 Pits	M.R. ..	Do. ..	Do. ..	225
Do.		Wainycoed, 2 & 3 Drifts	M.R. ..	Do. ..	Do. ..	70
Do.		Wainycoed Pit	M.R. ..	Do. ..	Do. ..	50
Talbot Merthyr Colliery, Ltd.	83 Exchange, Cardiff ..	Talbot Merthyr	R. & S.B.R.	Pontrhydyfen	.. .. ..	85
Tewgoed Colliery Co. ..	David Richards, Pontrhydyfen, Port Talbot	Tewgoed ..	P.T.R. ..	Pontrhydyfen	John Rosser ..	60
Thomas, Sir Griffith ..	Sir Griffith Thomas, 1 Gloucester Place, Swansea	Maesmarchog ..	N. & B.R. ..	Onllwyn ..	Daniel Davies	280
Do.	Do.	Onllwyn ..	N. & B.R. ..	Do. ..	Do. ..	370
Thomas, Son & Co., O. H.	O. H. Thomas, Son & Co., Neath	Llynfi Valley, Nos. 1 & 4 Levels ..	G.W.R. ..	Llangonoyd ..	H. W. Thomas	45
Thomas, Samuel	Thos. Williams, Sons and Behenna, Burrows' Chambers, Swansea	Broadoak ..	G.W.R. ..	Loughor ..	J. J. Knoyle ..	200
Tirdonkin Colliery Co., Ltd.	W. G. Foy & Co., Swansea ..	Cefngyfelach	G.W.R. ..	Morriston ..	Wm. Morgan ..	210
Do.	Do.	Tirdonkin ..	G.W.R. ..	Do. ..	Thos. Roberts	375
Ton Philip Rhondda Coll'ry Co., Ltd.	W. P. David (Secretary), 8 Cambrian Place, Swansea	Ton Philip, Nos. 1 & 2	P.T.R. ..	Bryndu ..	Esaiah Morgan	350
Do.	Do.	Tylalwyn	P.T.R. ..	Do. ..	Do. ..	70
Tonhir Colliery Co. ..	Bryn, Port Talbot	Tonhir ..	P.T.R. ..	Bryn	Thos. Lougher	70
Vivian & Sons	L. G. Jeffreys, Swansea ..	Morfa ..	P.T.R. and G.W.R. ..	Port Talbot ..	Thos. Barrass	325
Do.	Do.	Mynydd Newydd	G.W.R. ..	Llandore ..	Wm. Mort ..	345
Walters & Co., Thomas ..	Bryn, Port Talbot	Cwmcedfyw	P.T.R. ..	Lletty Brongu ..	.. ..	20

* See also this Company's Collieries in Glamorgan East.

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

GLAMORGAN WEST—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Williams, David	Mayfield, Gowerton, Glam. ..	Berthlwyd ..	L. & N.W.R.	Penclawdd ..	M. Williams ..	87
Williams, M. S.	Shipping Office: 1 Gloucester	Aberpergwm	G.W.R. ..	Glyn Neath ..	Rees Howells..	110
Do.	Place, Swansea. Com. Manager: M. Ogilvy Spence, Glyn Neath	Pwllfaron ..	G.W.R. ..	Do. ..	Do. ..	380
Williams, P.	P. Williams, Pentyla, Port Talbot	Tormynydd, Rhondda	R. & S.B.R.	Cwmavon ..	P. Williams ..	40
Williams, Samuel	D. Robert-Evans, Victoria Chambers, Docks, Swansea	Cefn-Bryn ..	P.T.R. ..	Bryn	Benj. Rees ..	15
*Williams, Thos., & Sons..	Thos. Williams, Sons and Behenna, Swansea ..	Grovesend ..	G.W.R. ..	Pontardulais ..	J. R. Watkins	215
Do.	Do.	Brynlliw ..	G.W.R. ..	Do. ..	Do. ..	20
Ynysarwed Steam Coal Collieries Co.	Lewis, Stephens & Co., Agents, Baltic Buildings, Docks, Swansea	Ynysarwed	G.W.R. ..	Resolven ..	D. G. Jones ..	143
Ynysavon Colliery Co. ..	Cwmavon, Glam.	Wern Afon..	R. & S.B.R.	Cwmavon ..	.. .. ..	20

* See also this Firm's Collieries in Carmarthenshire. Collieries employing less than 10 men not included.

BRECONSHIRE.

Abercrave Collieries Co. ..	Edgar L. Davies, Abercrave Collieries Co., Swansea ..	Abercrave ..	N. & B.R. ..	Abercrave ..	David J. Davies	160
Blaencwm Colliery Co. ..	37 Windsor Rd., Doncaster ..	Blaencwm ..	M.R. ..	Gwys	T. W. Curry ..	20
Brynhenllys Colliery Co. ..	Richard L. Morgan, Gloucester Place, Swansea ..	Brynhenllys	M.R. ..	Gwys	Owen Powell ..	250
Diamond Anthracite Mine Co., Ltd.	Thos. H. Henderson, Queen's Buildings, Swansea ..	Diamond ..	N. & B.R. ..	Ystradgynlais	F. W. Davies ..	155
Dulais Anthracite Collieries Co., Ltd.	Richard Hodgens, Adelaide Chambers, Swansea ..	Dulais ..	N. & B.R. ..	Onllwyn ..	Daniel L. Jones	60
Gurnos Anthracite Colliery Company		Gurnos ..	N. & B.R. ..	Ystradgynlais	Daniel Daniel	125

Gwaunclawdd Abercrave Colliery Co.	Edgar L. Davies, Baltic Chambers, Swansea	Gwaun-Clawdd	N. & B.R. ..	Abercrave ..	E. Ll. Davies..	115
International Anthracite Co., Ltd.	H. G. Langlois, Eagle Chambers, Swansea	Internation'l	N. & B.R. ..	Abercrave ..	John Daniel ..	230
D. E. James	D. E. James, Messrs. B. Thomas & Sons, Mount Pleasant, Swansea.. ..	Pant Mawr	M.R. ..	Gurnos Junctn.	D. E. James ..	55
South Wales Anthracite Colliery Co., Ltd.	Chas. Wright, South Wales Anthracite Colliery Co., Ltd., Gloucester Chmbrs, Swansea	Yniscedwyn	M.R. ..	Gurnos ..	Abiathar Lloyd	650
Do.	Do.	Ystradgynlais	N. & B.R. ..	Ystradgynlais	Do. ..	250
Troglien Colliery Co., Ltd.	3 London Road, Llanelly ..	Troglien ..	M.R. ..	Gwys	.. .. ..	15
T. & E. Williams	J. L. Smith & Co., Exchange, Cardiff	Blaenant ..	L. & N.W.R.	Brynmawr ..	Wm. Thomas	25
Do.	Do.	New Clydach	L. & N.W.R.	Waenavon ..	Do. ..	215

Collieries employing less than 10 men not included.

CARMARTHENSHIRE.

Ammanford Colliery Co. ..	T. T. Pascoe (Sales Agent), Burrows' Chambers, Swansea	Ammanford Anthracite Stanllyd Little Vein	G.W.R. ..	Ammanford ..	Erne Hewlett	390
Do.	Do.	Ammanford Red Vein	G.W.R. ..	Do. ..	Do. ..	290
Blaina Colliery Co. ..	Shipping Office, 2 Gloucester Place, Swansea; Commercial Offices, Pantyffynon, R.S.O.	Blaina ..	G.W.R. ..	Pantyffynon ..	Geo. Roblings	280
Do.	Do.	Pantyffynon	G.W.R. ..	Do. ..	Do. ..	230
Caeglas Anthracite Colliery Co., Ltd.	J. Daniel Jones (Secretary); H. Rees Jones & Co. (Shipping Agents), Arcade Chambers, Llanelly ..	Caeglas ..	Ll. & M.M.R.	Pontyberem ..	Wm. Rees ..	60
Caepontbren Colliery Co...	Alfred Stephens, Kidwelly ..	Caepontbren	B.P.& G.V.R.	Pont Yates ..	Wm. Jones ..	130
Carway, Ltd.	J. Pendry, Swansea	Carway ..	B.P.& G.V.R.	Pont Yates ..	Wm. Lewis ..	75
Cawdor & Garnant Collieries, Ltd.	Rees & Davies (Sales Agents) 13 Exchange Buildings, Swansea	Cawdor ..	G.W.R. ..	Garnant ..	Morgan Morgan	260
Do.	Do.	Garnant ..	G.W.R. ..	Garnant ..	Thos. M. Jones	80

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COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

CARMARTHENSHIRE—*Continued.*

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Closyryn Colliery Co., Ltd.	Drefach, Llanarthney ..	Closyryn ..	Ll. & M.M.R.	Tumble ..	John Harry ..	40
Cwmmawr Colliery Co. ..	Cwmbach, Llanelly	Cwmmawr ..	G.W.R. ..	Llanelly ..	.. .. ..	30
Duffryn Amman Anthracite Collieries Co., Ltd.	Glanamman, R.S.O... ..	Duffryn Amman ..	G.W.R. ..	Glanamman ..	.. .. ..	15
Emlyn Colliery Co., Ltd. ..	R. C. M. Ingram, 17 York Place, Swansea	Emlyn ..	G.W.R. ..	Cross Hands ..	Thos. Morgan	545
Evans & Williams.. ..	Burry Port, R.S.O.	Craiglon ..	G.W.R. ..	Burry Port ..	R. G. Thomas	45
Do.	Do.	Gwscwm ..	G.W.R. ..	Do. ..	Do. ..	40
Gellyceidrim Collieries Co., Ltd.	Griffiths & Pollard, 14 Cambrian Place, Swansea ..	Gellyceidrim	G.W.R. ..	Glanamman ..	E. R. Fisher ..	495
Glanmwrwg Colliery Co., Ltd.	Llangennech, R.S.O... ..	Glanmwrwg	G.W.R. ..	Llangennech ..	William Hewitt	190
Glynea Collieries Co. ..	Bynea, Llanelly	Glynea ..	G.W.R. ..	Bynea ..	David Lewis ..	195
Glynreithin Anthracite Colliery Co., Ltd.	46 Quay Street, Ammanford	Glynreithin	G.W.R. ..	Ammanford ..	.. .. ..	15
Great Mountain Collieries Co., Ltd...	David Kidd, Llanelly ..	Gt. Mountain	Ll. & M.M.R.	Tumble ..	John Davies ..	510
Gwendraeth Anthracite Collieries Co., Ltd.	G. Sutherland, 12 Cambrian Place, Swansea	Gwendraeth	B.P. and G.V.R.	Pont Yates ..	Danl. Meredith	320
Harry, David, & Bros. ..	Bynea, Llanelly	Genwen ..	G.W.R. ..	Bynea ..	David Harry ..	40
Do.	Do.	St. George ..	G.W.R. ..	Llanelly ..	Do. ..	90
Harry, D., & Co.	Burry Port, R.S.O.	Rhiwlas ..	G.W.R. ..	Burry Port ..	.. .. ..	20
Jones, Thos., Exors of late	22 St. Mary Street, Cardiff ..	Caerbryn, No. 1	G.W.R. ..	Llandebie ..	Gwilym Rees..	210
Llandebie Colliery Co. ..	W. W. Holmes & Co., 2 Gloucester Place, Swansea ..	Llandebie ..	G.W.R. ..	Tirydail ..	John Williams	95
Mwrwg Vale Collieries, Ltd.	Ernest M. Richards, Llanelly	Mwrwg Vale	G.W.R. ..	Llangennech ..	Arthur S. John	195
New Cross Hands Collieries, Ltd.	Chas. E. Cleeves, Western Valleys Anthracite Co., Gloucester Chambers, Swansea	New Cross Hands ..	Ll. & M.M.R.	Cross Hands ..	David F. Davies	400

New Cwmmawr Colliery Co.	Drefach, Llanarthney, R.S.O.	New Cwmmawr	B.P. and G.V.R.	Cwmmawr ..	John Treharne	25
New Henllys Anthracite Co., Ltd	Ll. Davies & Co., 20 Fisher Street, Swansea	Henllys Vale	M.R. ..	Gurnos ..	Richd. E. Rees	105
New Lodge Brick Works Co., Ltd.	Burry Port, R.S.O.	New Lodge	G.W.R. ..	Burry Port ..	.. .. ..	20
New Pool Colliery Co. ..	R. G. Thomas, Burry Port ..	New Pool ..	G.W.R. ..	Burry Port ..	R. G. Thomas	50
Pentremawr Colliery Co., Ltd.	Burry Port and Llanelly ..	Capel Ifan, 1, 2, & 3	B.P. and G.V.R.	Pontyberem ..	R. G. Griffiths	350
Pontlash Colliery Co. ..	Rees & Davies, 13 Exchange Buildings, Swansea ..	Cilwern ..	G.W.R. ..	Llandebie ..	D. T. Williams	35
Ponthenry Colliery Co. ..	T. C. Kirk (Managing Director & Com. Mgr.), Swansea	Ponthenry ..	B.P. and G.V.R.	Ponthenry ..	W. O'Connor ..	295
Pontyberem Collieries Co., Ltd.	Pontyberem, Llanelly ..	Pontyberem, Clynhebog & Pontyberem Slants	B.P. and G.V.R.	Pontyberem ..	T. Seymour ..	105
Rhos Colliery Co.	J. C. Napier, 2 Cambrian Place, Swansea	Rhos ..	G.W.R. ..	Pantyffynon ..	Lewis Jenkins	195
Do.	Do.	Wernos ..	G.W.R. ..	Do. ..	Do. ..	210
Rowlands, John	Elkington Road, Burry Port, R.S.O.	Cwm Capel..	G.W.R. ..	Burry Port ..	John Hewitt ..	45
Sandy Coal & Brick Co., Ltd.	A. V. Grey, Llanelly	Sandy ..	G.W.R. ..	Llanelly ..	William Grey..	85
Tirydail Colliery Co., Ltd.	C. E. Cleeves, Western Valleys Anthracite Co., Gloucester Chambers, Swansea	Tirydail ..	G.W.R. ..	Tirydail ..	W. J. Owen ..	170
Trimsaran Co., Ltd. ..	Com. Mngr.: W. J. Graham, Trimsaran, nr. Kidwelly, Swansea. Shipping Agents: Cann & Glass, Swansea ..	Waunhir ..	B.P. & G.V.R.	Trimsaran ..	T. W. Evans ..	220
Wm. Watkeys, Ltd. ..	S. D. Morris, Llanelly ..	Llwyn, No. 1	G.W.R. ..	Llanelly ..	David Basset..	45
Do.	Do.	Porthdafen, No. 1	G.W.R. ..	Llanelly ..	Do. ..	237
Do.	Do.	Do., No. 2	G.W.R. ..	Do. ..	Do. ..	151
*Williams, Thos., & Sons..	Thos. Williams, Sons, and Behenna, Swansea ..	Morlais ..	G.W.R. ..	Llangennech ..	Thos. Williams	390
Do.	Do.	Talyclyn ..	G.W.R. ..	Pontardulais ..	Do. ..	20
Ystradowen Coll. Co., Ltd.	Queen's Buildings, Swansea	Ystradowen	M.R. ..	Gwys	R. E. Rees ..	75

* See also this Firm's Collieries in Glamorgan West. Collieries employing less than 10 men not included.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

COLLIERIES IN SOUTH WALES AND MONMOUTHSHIRE.

PEMBROKESHIRE.

Name of Owner.	Commercial Manager and Shipping and Commercial Office.	Name of Colliery.	Railway.	Railway Station.	Colliery Manager.	No. of persons employed at the Colliery.
Bonville's Court Coal Co. ..	E. J. Harvey, Saundersfoot	Bonville's Court	G.W.R. ..	Saundersfoot	T. A. Parry ..	305
Do.	Do.	Kilgetty ..	G.W.R. ..	Kilgetty ..	Do. ..	25
Freystrop Colliery Co., Ltd.	David Evans, Gloucester Chambers, Swansea ..	Freystrop ..	G.W.R. ..	Johnston ..	J. G. Summons	15
Do.	Do.	White Park	G.W.R. ..	Do. ..	Do. ..	25
Hilling, Wm.	Jeffreston, Begelly, R.S.O. ..	Meads ..	G.W.R. ..	Saundersfoot	.. .. ..	15
Hook Colliery Co... ..	Hook Col., nr. Haverfordwest	Hook ..	G.W.R. ..	Johnston ..	F. V. Thomas	65
Reynolton Colliery Co. (D. Williams & R. H. Collingdon)	Begelly, R.S.O.	Reynolton ..	.. ..	.. .. ..	R.H.Collingdon	15

Collieries employing less than 10 men not included.

Fuller particulars of the principal Colliery Owners will be found in the Advertisement pages at the end of this issue.

TYPICAL ANALYSES OF STEAM COALS PRODUCED IN SOUTH WALES AND MONMOUTHSHIRE.

Constituents.	Best Admiralty Steam.	Seconds Quality Welsh Steam.	Cardiff Dry Steam.	Best Monmouth-shire Steam.	Seconds Quality Monmouthshire Steam.	Swansea Dry Steam.
Fixed Carbon	83·40	77·20	85·50	75·50	72·80	85·50
Volatile Matter	12·20	17·90	11·00	20·50	21·20	10·00
Sulphur	0·70	0·70	0·80	0·80	1·30	0·90
Ash	2·80	3·00	2·00	2·20	3·50	2·60
Water	0·90	1·20	0·70	1·00	1·20	1·00
	100·00	100·00	100·00	100·00	100·00	100·00

TYPICAL ANALYSES OF BITUMINOUS AND ANTHRACITE COALS PRODUCED IN SOUTH WALES AND MONMOUTHSHIRE.

Constituents.	Bituminous.			Anthracite.		
	Rhondda No. 2.	Rhondda No. 3.	Mynydd-islwyn.	Gwendraeth Valley Bests.	Swansea Valley.	Red Vein.
Fixed Carbon	72·70	71·20	64·70	92·30	90·50	89·00
Volatile Matter	18·60	23·80	25·30	4·30	4·90	5·80
Sulphur	2·40	1·00	2·20	0·80	1·00	1·50
Ash	5·50	2·50	6·80	1·70	2·30	2·70
Water	0·80	1·50	1·00	0·90	1·30	1·00
	100·00	100·00	100·00	100·00	100·00	100·00

EXPLOSIVES PERMITTED IN COAL MINES.

The following is a complete List of the names of Permitted Explosives as defined in the Schedules to the Explosives in Coal Mines Orders of the 17th December, 1906, the 8th April, 1907, and the 26th May, 1908.

Explosives in 1st Schedule.

Abbcite.
Albionite.
Ammonal.
Ammonal B.
Ammonite.
Amvis.
Aphosite.
Arkite.
Bellite No. 1.
Bellite No. 3.
Bobbinite.
Britonite.
Cambrite.
Carbonite.
Celtite.
Cliffite.
Clydite.
Colliery Steelite.
Cornish Powder.
Curtisite.
Dahmenite A.
Dragonite.
Electronite.
Excellite.
Extra Carbonite.
Faversham Powder.
Fracturite.
Geloxite.
Good Luck.
Haylite No. 1.
Kolax.
Kynite.
Kynite Condensed.
Minite.
Monobel Powder.
Negro Powder.
Nobel Carbonite.
Normanite.
Oaklite No. 1.
Oaklite No. 2.
Odite.
Permitite.
Permonite.
Permonite II.
Phœnix Powder.
Pit-ite.
Rexite.
Ripping Ammonal.
Rippite.
Roburite No. 3.
Russelite.
Saxonite.
Stow-ite.
Thunderite.
Titanite.
Tutol.
Victorite.
Virite.
Westfalite No. 1.
Westfalite No. 2.
Withnell Powder.

Explosive in 2nd Schedule.

Bickford's Igniter Fuse.

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

CONVEYANCE PIT TO PORT.

CONVEYANCE.

Statement showing the Maximum Rates chargeable by Railways serving South Wales and Monmouthshire :—

TABLE OF MAXIMUM RATES FOR CONVEYANCE OF COAL.

RAILWAYS.	Per ton per mile. For the first 20 miles or any part of such distance.	For the next 30 miles or any part of such distance.	For the next 50 miles or any part of such distance.	For the remainder of the distance.
	d.	d.	d.	d.
Alexandra (Newport and South Wales) Docks and Railway :—				
Dock Railways of the Company Pontypridd, Caerphilly, and Newport Railway ..	·875	for any	distan	ce
Barry Railway :—				
If distance coal is conveyed does not exceed 14 miles	·875	for any	distan	ce
Exceeding 14 miles	·625	for any	distan	ce
Brecon and Merthyr Railways :—				
Rhymney to Bassaleg, including Branch to Junction with Rhymney Railway at or near Bargoed and the Caerphilly and Machen Branch ..	·875	for any	distan	ce
Brecon and Merthyr and London and North Western Joint Dowlais and Merthyr Railway	1·25	for any	distan	ce
Any portion of Brecon and Merthyr not described above..	·875	for any	distan	ce

CONVEYANCE.

RAILWAYS.	Per ton per mile. For the first 20 miles or any part of such distance.	For the next 30 miles or any part of such distance.	For the next 50 miles or any part of such distance.	For the remainder of the distance.
	d.	d.	d.	d.
Burry Port and Gwendraeth Valley Railway	1·15	·90	·45	·40
Cambrian Railway	1·50	·95	·75	·60
Cardiff Railway :—				
(in course of construction) ..	·875	for any	distance	
Great Western Railway :—				
London to Bristol	·95	·85	·50	·40
Severn Tunnel to Pilning				
South Wales Line, from Gloucester	1·50	·90	·40	·35
Vale of Neath, viz.: Merthyr Tydfil and Aberdare to Neath, with Branches to Dare and Aman	·95	·85	·50	·40
Aberdare Valley, viz.: Aberdare to Middle Duffryn ..				
Swansea and Neath, viz.: Neath to Swansea (Wind Street) *via* Neath Abbey				
Llynvi Valley, viz.: Porthcawl and Bridgend to Blaenavon, with Branches to Blaengarw and Ty Hirwain ..				
Newport, Abergavenny, and Hereford, viz.: Hereford (Barton) to Mountain Ash (Middle Duffryn) ..	·875	for any	distance	

CONVEYANCE.

RAILWAYS.	Per ton per mile. For the first 20 miles or any part of such distance.	For the next 30 miles or any part of such distance.	For the next 50 miles or any part of such distance.	For the remainder of the distance.
	d.	d.	d.	d.
Great Western Railway—*continued.*				
Ogmore Valley: Nantymoel to Brynmenin, Blackmill to Gellirhaidd, and Little Ogmore Branch	·875	for any	distance	
Cardiff and Ogmore: Blackmill Junction to Llanharan Junction				
Pontypool, Caerleon and Newport: Pontypool Road to Maindee Junction *via* Caerleon				
Ely Valley Railway	·875	for any	distance	
Great Western and Rhymney Railways' Joint Lines..	·875	for any	distance	
Great Western and Taff Vale Railways' Joint Lines				
Monmouthshire Valleys, including Tredegar Park Mile ..	·875	for any	distance	
Any South Wales Lines of the Company not mentioned above	1·50	·90	·40	·35
Llanelly & Mynydd Mawr Railway	1·15	·90	·45	·40
London & North Western Rly :—				
Sirhowy	·875	for any	distance	
Merthyr, Tredegar, and Abergavenny: Abergavenny to Nantybwch, Merthyr Extension and Cwm Bargoed Branch	1·25	for any	distance	
Nantyglo and Blaina ..				

CONVEYANCE.

RAILWAYS.	Per ton per mile. For the first 20 miles or any part of such distance.	For the next 30 miles or any part of such distance.	For the next 50 miles or any part of such distance.	For the remainder of the distance.
	d.	d.	d.	d.
London & N.W. Railway—*continued*				
Brynmawr and Blaenavon: Brynmawr to Blaenavon, and Abersychan Extension ..				
Dowlais and Merthyr, jointly owned by London and North Western and Brecon and Merthyr Railways ..	1·25	for any	distance	
Nantybwch and Rhymney, jointly owned by London and North Western and Rhymney Railways				
Any South Wales Lines of the Company not mentioned above	·95	·85	·50	·40
Midland Railway :—				
Swansea Vale	1·15	·90	·45	·40
Mid-Wales Railway..	1·50	·95	·75	·60
Milford Railway	1·50	·90	·40	·35
Neath and Brecon Railway ..	1·50	·90	·40	·35
Pembroke and Tenby Railway ..	1·25	1·00	1·00	1·00
Port Talbot Docks and Railway :—				
Over Railways of Company ..	·85	for any	distance	
Over Dock Lines of Company ..	·875	for any	distance	
Rhondda & Swansea Bay Railways	·95	·85	·50	·40

CONVEYANCE.

RAILWAYS.	Per ton per mile. For the first 20 miles or any part of such distance.	For the next 30 miles or any part of such distance.	For the next 50 miles or any part of such distance.	For the remainder of the distance.
	d.	d.	d.	d.
Rhymney Railway :—				
Rhymney	·875	for any	distance	
Rhymney and Great Western Joint Railways ..				
Rhymney and London and North Western Joint Railways :				
Nantybwch and Rhymney..	1·52	for any	distance	
South Wales Mineral :—				
Briton Ferry to Cwmmer and Glyncorrwg	1·50	·95	·75	·60
Taff Vale :—				
Taff Vale, including Aberdare Railway, Penarth and Penarth Extension	·875	for any	distance	
Taff Vale and Great Western Joint Railways ..				
Talyllyn Railway	1·50	·90	·40	·35

The above represent the maxima the Railways have power to charge. The actual charges are in the majority of cases considerably lower.

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

SHIPMENT.

SHIPMENT.

CHARGES FOR SHIPMENT OF COAL AT SOUTH WALES AND MONMOUTHSHIRE DOCKS.

Port.	Tipping.	Weighing.	Wharfage.
Cardiff:—			
Bute Docks	2d.	¼d.	2d.
Penarth Dock	1½d.	¼d.	2d.
Barry Docks	2d.	¼d.	2d.
Newport ..	2d.	¼d.	2d.
Port Talbot ..	2d.	¼d.	2d.
Swansea ..	If shipped at Tips of Railway Co. conveying the Coal to *†Swansea, 3½d. If shipped at any other tip, *†4½d.	¼d.	2d.
Briton Ferry	Included in Rate for conveyance to the Harbours, no separate tipping charge.	¼d	If shipped in Dock 1½d.
Neath ..			If shipped in Harbour ¾d.
Llanelly ..	Included in Rate for conveyance to the Docks, no separate tipping charge.	¼d.	..
Burry Port ..	Same as Llanelly.	¼d.	2d.

* In the case of Coal conveyed to Swansea Docks by the G.W.R. and L. & N.W.R. the tipping charge is included in the conveyance rate. When such Coal is not tipped by the conveying Company a rebate (in most cases of 3½d. per ton) is made from the conveyance rate.

† The Midland Co. charges are as above at the Prince of Wales Dock. At the North Dock they charge 3½d. per ton in all cases.

CHARGES FOR MIXING COAL AT TIME OF SHIPMENT.

The scale of charges now in operation for this work is set out in the following notice issued by the local Dock owners, as varied by their subsequent agreement given below.

NOTICE.

MIXING COAL.

On and after March 14th, 1904, the charge made by the undersigned Companies for Mixing Coal at the Docks at Newport, Cardiff, Penarth, and Barry, will be as under :—

Single Wagons	1d. per ton.
Lots of 2 Wagons	$\frac{7}{8}$d. ,,
,, 3 ,, ...	$\frac{3}{4}$d. ,,
,, 4 ,, ...	$\frac{5}{8}$d. ,,
,, 5 ,, ...	$\frac{1}{2}$d. ,,
,, 6 ,, ...	$\frac{3}{8}$d. ,,
,, 7 ,, ...	$\frac{1}{4}$d. ,,
,, 8 ,, ...	$\frac{1}{8}$d. ,,

No charge will be made for lots exceeding 8.

The foregoing charges will be made irrespective of the number of wagons with which each particular lot is mixed, as for instance, while lots of 3 mixed with 3 will each be charged $\frac{3}{4}$d. per ton, a lot of 3 mixed with a lot of 7 will be charged $\frac{3}{4}$d. per ton for the 3 and $\frac{1}{4}$d. per ton for the 7.

In all cases of mixing of an intricate or complex character involving extra services, 6d. per wagon will be charged in addition to the charges set out above.

For the Alexandra (Newport & South Wales) Docks and Railway Company, J. MACAULAY.
For the Barry Railway Company, R. EVANS.
For the Cardiff Railway Company, J. HURMAN.
For the Taff Vale Railway Company, A. BEASLEY.

February 20th, 1904.

Subsequent to the issue of the above, conferences took place between the Incorporated South Wales and Monmouthshire Coal Freighters' Association and the Railway Companies, as a result of which it was agreed that the above notice should be subject to the following : " Where no unsorting of empties has to be performed, no charge will be made for mixing loads over five and five. Such arrangement to take effect from the 1st August, 1904."

CARDIFF, NEWPORT AND PORT TALBOT TRIMMING TARIFF.

The following is the Tariff now in force regulating the rates payable at Cardiff, Penarth and Barry. *The same Tariff has also been adopted for Port Talbot (1st February, 1907) and Newport (3rd April, 1908), with but few variations. These, where of any importance, are indicated in the text.*

On and after the 1st day of January, 1907, the Tariff for Trimming Coal and Coke on board Sailing and Steam Vessels within the Port of Cardiff will be in accordance with the following scales:

STEAMERS.

CARGOES tipped into the holds of—

(*a*) One Deck Steamers .. .. .. 2½d. per ton.

Two Deck Steamers—

Two Deck Steamers launched since 1896 and carrying not less than 5000 tons cargo .. 3¼d. per ton.

Other two Deck Steamers .. .. 3½d. ,,

Three Deck Steamers— .. .. .. 4¼d. per ton.

Four Deck Steamers— .. .. .. 5¾d. per ton.

One Deck Steamers with extended bridge decks, awning decks or shelter decks .. .. 2½d. per ton.

With ¼d. per ton extra on Coal tipped through such shelter, awning or bridge deck.

Provided that where cargo is carried on the main deck, the two-deck rate of 3¼d. per ton is to be paid on all Coal shipped on such main deck and into the lower hold covered by such main deck.

"Llanover," "Shandon," "Southport," and "Exmouth" type Steamers—

If the quantity of Bunkers taken is 900 tons or more .. .. .. 2d. per ton.

If the quantity of Bunkers taken is less than 900 tons .. .. 2¼d. ,,

But should the whole of the thwartship bunker space be placed at the disposal of the Trimmers, 2d. per ton only to be charged.

Single Deck Turret Steamers— .. .. 2d. per ton.

Provided that in the case of those Turrets which prior to the 1st day of January, 1907, paid more or less than 2d. per ton, the Tariff shall be decided by a Trimming Board, and pending such decision the old rates shall apply.

Single Deck Trunk Steamers— .. .. 1½d. per ton.

Self Trimmers—

The rates in force in the Port of Cardiff on the 31st day of December, 1906, for the respective "Self Trimming" Steamers to apply to such Steamers under this Tariff. The Trimming Board to decide the rate for any "Self Trimmer" coming to the Port, the rate for which was not fixed at the 31st of December, 1906.

Tanks—

When Coal is tipped into a Tank, the Tank to be counted as a deck.

Insulated Steamers—

The rates for Insulated Steamers to be fixed by the Trimming Board, and pending the decision of that Board, the rates in force at the 31st December, 1906, to apply.

(*a*) *For Newport substitute :—*

"Registered since 1st January, 1898, 2½d. per ton."

"Other one-deck Steamers .. 2¾d. ,, "

TRIMMING.

STEAMERS PARTLY LOADED.

All Coal on board as Cargo, in Steamers coming into Port, to pay the same rate as above Tariff.

All Steamers having on board Iron, Fuel, or other goods as part cargo, to pay 1½d. per ton in addition to the tariff, for all Coal or Coke shipped in any hold in which the Iron, Fuel or Goods had been previously shipped, but only in case the Iron, Fuel or other Goods exceed one-third of the quantity taken in such hold.

COAL WHEELED.

All Cargo Coals wheeled to pay 4d. per ton in addition to the tariff.

SAILING VESSELS.

Cargoes tipped into vessels under 200 tons burthen .. .. 3d. per ton.

All available hatchways to be used, otherwise the ship will be charged according to the number of hatchways used.

Cargoes tipped into vessels over 200 tons and under 1,000 tons burthen:

One Deck Vessels—

When three or more hatchways are used ..	2¾d. per ton.
,, two hatchways are used	3¼d. ,,
,, one hatchway only is used ..	3¾d. ,,

One and a half Deck Vessels—

When three or more hatchways are used ..	3d. per ton.
,, two hatchways are used	3½d. ,,
,, one hatchway only is used ..	4d. ,,

Two Deck Vessels—

When three or more hatchways are used ..	3½d. per ton.
,, two hatchways are used	4d. ,,
,, one hatchway only is used ..	4½d. ,,

Two and a half Deck Vessels—

When three or more hatchways are used ..	4¼d. per ton.
,, two hatchways are used	4¾d. ,,
,, one hatchway only is used ..	5¼d. ,,

Cargoes tipped into vessels over 1,000 tons burthen:

One Deck Vessels—

When three or more hatchways are used ..	3¾d. per ton.
,, two hatchways are used	4¼d. ,,
,, one hatchway only is used ..	4¾d. ,,

One and a half Deck Vessel—

When three or more hatchways are used ..	4d. per ton.
,, two hatches are used	4½d. ,,
,, one hatchway only is used ..	5d. ,,

Two Deck Vessels—

When three or more hatchways are used ..	4½d. per ton.
,, two hatchways are used	5d. ,,
,, one hatchway only is used ..	5½d. ,,

TRIMMING.

Two and a half Deck Vessels—		
When three or more hatchways are used ..	5¼d.	per ton.
„ two hatchways are used	5¾d.	„
„ one hatchway only is used ..	6¼d.	„
Three Deck Vessels—		
When three or more hatchways are used ..	5¾d.	per ton.
„ two hatchways are used	6¼d.	„
„ one hatchway only is used ..	7d.	„
Three and a half Deck Vessels—		
When three or more hatchways are used ..	6¼d.	per ton.
„ two hatchways are used	6¾d.	„
„ one hatchway only is used ..	7½d.	„
Four Deck Vessels—		
When three or more hatchways are used ..	6¾d.	per ton.
„ two hatchways are used	7¼d.	„
„ one hatchway only is used ..	8d.	„

All decks in Sailing Vessels to count, whether the hatchways are cased round or not.

SAILING VESSELS PARTLY LOADED.

All Coal on board as Cargo in Sailing Vessels coming into Port to pay the same rate as above tariff.

All Sailing Vessels having on board Iron, Fuel, or other goods as part cargo, to pay 1½d. per ton in addition to the tariff for all Coals or Coke taken on board, but only in case the Iron, Fuel, and other Goods exceed one-third of the cargo.

WHEELED COAL.

All Cargo Coals wheeled to pay 4d. per ton in addition to the tariff.

EXTRA BULKHEADS.

All Sailing Vessels having extra Bulkheads to pay ½d. per ton extra for each bulkhead all through the cargo.

LEVELLING.

When a Vessel is partly loaded with Coals, and the Coals have to be levelled throughout in order to take in Coke or other Cargo, 3d. per ton for levelling must be paid on one third of the whole quantity shipped in addition to the tariff; but if a small quantity only has to be levelled, 3d. per ton must be paid on the quantity so levelled.

SCREENING COAL.

For single screening a Cargo	¾d.	per ton.
„ double „ „	1d.	„

COKE.

For Vessels under 1,000 tons burthen:

One Deck	7¾d.	per ton.
One and a half Decks	8½d.	„
Two Decks..	9d.	„

TRIMMING.

For Vessels over 1,000 tons burthen:

One Deck	8¾d. per ton.
One and a half Decks	9¼d. ,,
Two Decks..	9¾d. ,,
Two and a half Decks	10¼d. ,,
Three Decks	10¾d. ,,

The Coke Tariff for Vessels over 1,000 tons burthen applies to Vessels capable of carrying over 1,000 tons of Coal or other Cargo, and not to the actual amount of Coke shipped.

All decks to count whether the hatchways are cased or not.

HATCHWAYS.

All available hatches, both in Sailing Vessels and Steamers, to be used.

LEAVING OFF WORK.

All work to cease at 5 p.m. on Saturday, Christmas Eve, and the day before Good Friday; but if the Vessel can be finished by 8 p.m., this is to be done.

All work to re-commence at 6 a.m. on Mondays. (*a*)

In case of any new Steamers which through their construction may be especially difficult to trim, or exceptionally easy to trim, Owners or Trimmers shall be entitled to refer same to a Trimming Board, which shall be constituted and which shall be empowered to determine the claims of the respective parties as to a Special Rate being fixed for such steamers.

BUNKERS.

The following Bunker Trimming Tariff, agreed to by the Cardiff Incorporated Shipowners' Association and the Cardiff, Penarth and Barry Coal Trimmers' Union is incorporated in this Tariff.

CARDIFF, PENARTH AND BARRY BUNKER TRIMMING TARIFF, 1902.

It is hereby agreed by and between the undersigned representatives of the Cardiff Incorporated Shipowners' Association, and of the Cardiff, Penarth and Barry Coal Trimmers' Union, that on and after the First day of February, 1902, the charges for trimming Bunker Coals on board Steam Vessels at Cardiff Penarth, and Barry, shall be in accordance with the following Scales:—

Side Bunkers—

One Deck	5¼d. per ton.
Two Decks..	6¾d. ,,
Three Decks	9¾d. ,,
Four Decks	1s. 0¼d. ,,

Bridge and all other decks to count.

Thwartship Bunkers—

One Deck	3¼d. per ton.
Two Decks..	4d. ,,
Three Decks	5¼d. ,,
Four Decks	6¼d. ,,

Bridge and all other decks to count.

If the thwart bunker hatchway cannot be used, and the coal has to be passed through the side bunker hatch, the rate shall be according to side bunker price.

All Bunker Coal wheeled to pay 4d. per ton extra on the quantity so wheeled.

(*a*) *For Newport substitute "All work to commence at 7 a.m. on Mondays."*

TRIMMING.

When Bunker Coals are shipped in the 'tween decks only of thwartships, and (*a*) around trunked cargo hatchways, the charge shall be 5½d. per ton. (*b*) *The Newport Tariff includes the following :—" Where no thwartship hatch exists, only side holds on weather deck, then the rate to be the same as side bunkers."*

All Bunker Coal shipped in the lower holds of cargo hatches to pay cargo rates.

Bunker Coal shipped in 'tween decks only of cargo holds to pay 1d. per ton more than cargo rates.

Any special agreement entered into between Shipowners, Shippers, and Officials of the Coal Trimmers' Union for the trimming of Bunker Coal, prior to the adoption of this tariff, shall not be interfered with.

This tariff is to apply to self-trimmers already frequenting the port and paying full bunker rates.

The foregoing being the agreed bunker tariff of the port, any agreement made to work for less than the rates specified will not be binding, or recognized either by the Shipowners' Association or the Coal Trimmers' Union.

(*c*) In thwartship bunkers where no trimming whatever has been done a nominal payment (of 1d. per ton net to the men) shall be made on the quantity of coal shipped, in lieu of any trimming charge.

Any question or dispute arising under this Tariff of Charges, or of the bunkering of any steamer which may not be provided for therein, shall be referred to and adjudicated upon, by a Committee consisting of three Shipowners to be nominated by the Cardiff Incorporated Shipowners' Association, and three Coal Trimmers to be nominated by the Cardiff, Penarth, and Barry Coal Trimmers' Union, and should such Committee be unable to agree, the decision of an Umpire selected by them shall be final and binding upon both Shipowners and Trimmers.

Matters not dealt with in the above Cargo or Bunker Tariff: Any difficulty arising in respect to any matters not provided for in the above Tariffs to be decided by the Trimming Board, and pending their decision no stoppage of work shall take place.

THE TRIMMING BOARD FOR THE PORT OF CARDIFF.

Under the above Tariff questions in dispute were left to the decision of a Trimming Board. This Board, after some negotiation between the various interests, was constituted of nine members, viz.: three Coal Shippers, three Shipowners, and three Coal Trimmers, the following being elected as the representatives of these bodies :—

Coal Shippers.	*Shipowners.*	*Trimmers.*
Thomas Evans (Chairman)	D. Radcliffe	John Chappell
John Davies	W. J. Tatem	J. T. Clatworthy
H. J. Hill	G. H. Wills	John Thomas.

THE TRIMMING BOARD FOR THE PORT OF NEWPORT.

H. Percy Phillips (Chairman)	J. F. Lewis	T. H. Mordey
Fred Jones	W. J. Orders	W. J. Austin
James Dixon	W. E. Heard	and Eight Trimmers.

(*a*) *For Newport substitute "or" for "and."*
(*b*) *" " add "in either case."*
(*c*) *This clause is not included in the Newport Tariff.*

TRIMMING.

SWANSEA TRIMMING TARIFF.

The following is the text of the Agreement between the Employers and Trimmers, regulating the wages payable at Swansea :—

BUNKERS.

One Deck	7½d. per ton.
Two Decks..	8¼d. ,,
Three Decks	10¾d. ,,
Four Decks	1s. 1¾d. ,,

It is understood that the number of decks is to apply to those below the main deck. The Bridge deck or Alley way is not to be counted as one deck unless bunkers are trimmed upon the main deck.

All Coals tipped into " Reserves " or Athwart Ship to pay :—

One Deck	4½d. per ton.
Two Decks..	5d. ,,
Three Decks	6¼d. ,,
Four Decks	7¼d. ,,

If the Athwart Ship Bunker Hatch cannot be used and the Coal has to be passed through the side Bunker Hatch, the rate shall be according to side Bunker price.

All Bunker Coals wheeled or double thrown to be paid for at 4d. per ton extra on the quantity so moved. It is understood that a throw shall not be less than 7 yards.

Definition of a throw : 1st, The seven yards shall only apply below decks ; 2nd, when the shoot has to be placed in such a position as not to be able to tip the Coals into the Bunker Hatch and the Coals have to be tipped on deck, and when all Coals removed from deck by shovel to be considered as double thrown, but this rule shall not apply when the shoot is in the centre of a Vessel and opposite the Bunker Hatchway.

Tug and Fishing Boats taking Bunkers to pay 9d. per ton.

CARGOES.

One Deck Steamers—	
When three or more hatches are used ..	3½d. per ton.
,, two hatches are used	3¾d. ,,
,, one hatch is used	4d. ,,
One and a half Deck Steamers—	
When three or more hatches are used ..	3½d. per ton.
,, two hatches are used	3¾d. ,,
,, one hatch is used	4¼d. ,,
Two Deck Steamers—	
When three or more hatches are used ..	3¾d. per ton.
,, two hatches are used	4¼d. ,,
,, one hatch is used	4¾d. ,,
Two and a half Deck Steamers—	
When three or more hatches are used ..	4½d. per ton.
,, two hatches are used	5d. ,,
,, one hatch is used	5½d. ,,

TRIMMING.

Three Deck Steamers—

When three or more hatches are used	..	5d. per ton.
,, two hatches are used	.. ..	5½d. ,,
,, one hatch is used	.. ..	6¼d. ,,

Three and a half Deck Steamers—

When three or more hatches are used	..	5½d. per ton.
,, two hatches are used	.. ..	6d. ,,
,, one hatch is used	.. ..	6½d. ,,

Four Deck Steamers—

When three or more hatches are used	..	6d. per ton.
,, two hatches are used	.. ..	6½d. ,,
,, one hatch is used	.. ..	7d. ,,

All Steamers under 250 tons to pay 2½d. per ton. All available Cargo Hatches to be placed at trimmers' disposal, otherwise the charge to be upon the number of Hatchways used.

SAILING VESSELS.

Vessels from 200 to 500 tons:

One Deck—

When three or more hatches are used	..	3¼d. per ton.
,, two hatches are used	.. ..	3½d. ,,
,, one hatch is used	.. ..	4d. ,,

One and a half Deck—

When three or more hatches are used	..	3½d. per ton.
,, two hatches are used	.. ..	3¾d. ,,
,, one hatch is used	.. ..	4¼d. ,,

Two Deck—

When three or more hatches are used	..	3¾d. per ton.
,, two hatches are used	.. ..	4¼d. ,,
,, one hatch is used	.. ..	4¾d. ,,

Vessels from 500 to 1000 tons:

One Deck—

When three or more hatches are used	..	3¼d. per ton.
,, two hatches are used	.. ..	3¾d. ,,
,, one hatch is used	.. ..	4¼d. ,,

One and a half Deck—

When three or more hatches are used	..	3¾d. per ton.
,, two hatches are used	.. ..	4d. ,,
,, one hatch is used	.. ..	4½d. ,,

Two Deck—

When three or more hatches are used	..	4d. per ton.
,, two hatches are used	.. ..	5¼d. ,,
,, one hatch is used	.. ..	5¾d. ,,

Two and a half Deck—

When three or more hatches are used	..	4¾d. per ton.
,, two hatches are used	.. ..	5¼d. ,,
,, one hatch is used	.. ..	5¾d. ,,

TRIMMING.

Vessels over 1000 tons:

One Deck—		
When three or more hatches are used	..	3¾d. per ton.
,, two hatches are used	.. ..	4d. ,,
One and a half Deck—		
When three or more hatches are used	..	4d. per ton.
,, two hatches are used	.. ..	4¼d. ,,
Two Deck—		
When three or more hatches are used	..	4¼d. per ton.
,, two hatches are used	.. ..	4¾d. ,,
Two and a half Deck—		
When three or more hatches are used	..	5d. per ton.
,, two hatches are used	.. ..	5½d. ,,
Three Deck—		
When three or more hatches are used	..	5½d. per ton.
,, two hatches are used	.. ..	6d. ,,
Three and a half Deck—		
When three or more hatches are used	..	6d. per ton.
,, two hatches are used	.. ..	6¾d. ,,
Four Deck—		
When three or more hatches are used	..	6½d. per ton.
,, two hatches are used	.. ..	7d. ,,

It is understood that a vessel will be considered single decked even if she has beam stringers not exceeding 2ft. 6in. in width.

All vessels under 200 tons to pay 2½d. per ton. All available and suitable hatchways to be placed at trimmers' disposal, otherwise the charge to be upon the number of hatchways used.

Small Coal to be paid for at the same rate as large.

Handpicked Coal—		
One Deck Vessel	.. .. ..	7d. per ton.
Two ,, ,,	.. .. ..	7½d. ,,
Three ,, ,,	.. .. ..	8d. ,,

Fuel shipped as Bunkers over Railway Company's shoots to be paid for at 1½d. per ton above Tariff Rate for Coal.

Extra screens put in shoot to be paid for at ¼d. per ton above Tariff rates.

Screening: Single and double screening ½d. per ton on all Coal passing through the shoot.

Self-Trimmers: All Self-Trimmers to be paid for at the rate of 2d. per ton, even if the Coals have to be tipped into hatches, which the person in charge of the ship requires filled and trimmed. Any Ship that has been previously regarded as a self-trimmer or loaded at Bristol Channel Ports, at a reduced rate, to come under this head.

COKE.

Vessels under 1000 tons	..	1	Deck	8¼d. per ton.
Do. do.	..	1½	,,	9d. ,,
Do. do.	..	2	,,	9½d. ,,
Vessels over 1000 tons	..	1	,,	9¼d. ,,
Do. do.	..	1½	,,	9¾d. ,,
Do. do.	..	2	,,	10¼d. ,,
Do. do	..	2½	,,	10¾d. ,,
Do. do.	..	3	,,	11d. ,,

TRIMMING.

This Coke Tariff applies to vessels capable of carrying 1000 tons of coal or other cargo, and not to the actual amount of coal shipped.

When a Single Deck Vessel has been part loaded with coals or other cargo and finishing with coke, double-deck price will be charged.

In all cases in this Tariff (any cargo) all available hatches to be used and any backstays in the way to be removed, or an extra charge will be made.

Vessels Part Loading :—When a vessel is partly loaded with coals, and the coals require to be levelled throughout in order to take in coke or other cargo, 3d. per ton above Tariff Rate will be charged for levelling on one-third of the quantity shipped, but if only a small quantity has to be levelled, 3d. per ton will be charged on the quantity so moved. The quantity moved to be decided by the Merchant's Foreman.

All coals on board as part cargo in steam or sailing vessels coming into port to pay same rate as above Tariff on half the quantity on board.

All vessels loading part cargo of iron, bricks, fuel or heavy goods, to have such part cargo trimmed fairly, in which case the coal afterwards taken on board to be trimmed as per Tariff Rates.

All vessels having temporary or extra bulkheads and not removing the same, to pay ½d. per ton extra ; but only when it entails extra labour.

Pulling Out of Shoot :—When the shoot is in such a position that the Coal will not run, and the men have to pull it through the Shoot, 2d. per ton extra will be charged on the quantity so moved. This charge is, however, to be on Bunkers only.

Waiting Time :—Men are to come out at any time, when ordered, but if they are kept waiting before commencing work (between the hours of 6 p.m. to 6 a.m.), waiting time is to be paid at the rate of 1s. per hour from the time at which they were ordered out, for Vessels actually in Dock, but from 6 p.m. or midnight on Vessels coming in from sea. If trimmers are kept waiting during the loading of a Vessel at night no charge to be made for the first hour, but 1s. per hour afterwards. Merchants to employ their own Foreman of Trimmers, who shall decide the number of hands required, and all men to be under the orders of such Foreman, and to do the work as required by them to their satisfaction. The Foreman Trimmers to receive an equal share of the Tariff paid for each Vessel.

Work to cease at 5 p.m. on Saturdays and before Holidays (unless Vessel can be finished by 10 p.m., in which case this is to be done), and to be resumed at 7 a.m. Mondays and after Holidays. No Vessel to be commenced after 4 p.m. Saturdays.

Merchants to supply stages for taking Small Coal ashore.

This arrangement is subject to three month's notice by either of the contracting parties.

This Tariff to come into force on Monday, the 6th July, 1891.

All matters in dispute to be referred to an independent party, whose decision shall be final.

Signed on behalf of the Coal Shippers of Swansea,

GRIFFITH THOMAS, Chairman.

Signed on behalf of the National Amalgamated Labourers' Union,

H. W. WILLIAMS, Secretary,
Swansea Branch.

TONNAGE RATES CHARGED ON SHIPPING AT THE SOUTH WALES AND MONMOUTHSHIRE PORTS, PER REGISTERED TON.

PORT.	1st Class Steamers or Sailers from or to any Port in United Kingdom, Isle of Man, or Channel Islands.				2nd Class Steamers or Sailers from or to European Ports between North Cape and Cape Finisterre.	3rd Class Steamers or Sailers from or to any Port in Europe or Mediterranean not included in Classes 1 and 2.	4th Class Steamers or Sailers from or to any Ports not included in Classes 1, 2, and 3.	5th C ass Steamers or Sailers not entering Docks, but taking goods from Piers, etc.	Steam vessels not loading or discharging but taking Bunker Coal.
	Up to 100 tons.	100 to 200 tons.	Sailers of 200 tons and over.	Steamers of 200 tons and over.					
	d.	d.	d.	d.	d.	d.	d.	d.	d.
Cardiff ..	1½	2	3	2	5	7	9	3	4
Penarth Dock ..	1½	2	3	2	5	7	Steam 8 Sail 9	3	4
,, Harbour	½	½	1	1		Same as the	Coasting	Rates	
Barry ..	1½	2	3	2	5	7	9	3	4
Newport—						5			
Alexandra Dock	1½	2	2	2	Under 100 tons 3 100 & under 150 4	6	9	3	4
Old Dock	2	2	2	2	150 & over 5	7			
Port Talbot ..	1½	2	3	2	5	7	9	3	4
Briton Ferry and Neath	3	3	3	3	3	3	3	3	3
Swansea ..	Steamers any size 2 Sailers ,, ,, 3				Under 100 tons 4 Over ,, ,, 5	Under 100 tons 4 100 & under 250 6 Over 250 tons 7	Under 150 7½ 150 t. & over 9	no special rates	4
Llanelly ..	1½	2	3	2	Under ,, ,, 3 Over ,, ,, 4	Under 250 tons 6 Over ,, ,, 7	9	3	—
Burry Port ..	Steamers and Sailers any size				2d.				

The Minimum weight on which the tonnage rates are charged at Cardiff, Penarth, and Barry, is 40% of the gross register.

COAL.

STEAM AND BITUMINOUS.

PRICES AND SALE CONTRACTS.

BITUMINOUS COAL PRICES, 1907.

Current Market Prices in 1907 of the various descriptions of Bituminous Coal f.o.b. Cardiff, with the variations month by month.

PERIOD.	RHONDDA No. 2.			RHONDDA No. 3.		
	Large.	Thro'	Small.	Large.	Thro'	Small.
1907						
January.						
1st Half	14/–	10/6	8/3	16/3	13/6	11/3
2nd Half	14/6	11/3	9/–	17/3	14/–	11/6
February.						
1st Half	15/6	12/6	9/3	19/3	15/9	12/6
2nd Half	15/6	12/6	9/6	20/–	16/–	13/–
March.						
1st Half	15/3	12/3	9/6	19/9	16/–	12/9
2nd Half	15/–	12/–	9/9	19/9	16/–	13/–
April.						
1st Half	15/–	11/9	9/9	19/6	15/9	13/–
2nd Half	14/9	11/6	9/6	19/9	15/9	13/–
May.						
1st Half	14/–	11/3	9/6	19/9	15/9	13/–
2nd Half	14/3	11/3	9/9	19/9	15/9	13/–
June.						
1st Half	14/9	11/3	10/6	20/3	16/–	13/3
2nd Half	14/–	11/3	10/–	20/3	16/–	13/3
July.						
1st Half	14/–	11/–	9/3	19/9	16/–	13/–
2nd Half	14/3	11/3	10/–	20/–	16/3	13/–
August.						
1st Half	15/–	13/–	11/3	20/9	16/6	13/6
2nd Half	15/6	13/6	11/3	21/–	17/–	14/–

(Continued on next page.)

BITUMINOUS COAL PRICES, 1907.

Current Market Prices in 1907 of the various descriptions of Bituminous Coal f.o.b. Cardiff, with the variations month by month.

PERIOD.	RHONDDA No. 2.			RHONDDA No. 3.		
	Large.	Thro'	Small.	Large.	Thro'	Small.
1907						
September.						
1st Half	15/3	13/3	10/9	21 –	16/9	14/–
2nd Half	15/–	13/–	10/3	21/–	16/9	14/–
October.						
1st Half	15/–	13/–	10/–	20/–	16/9	13/9
2nd Half	14/9	12/6	9/6	20/9	16/9	13/9
November.						
1st Half	14/9	11/9	9/3	20/3	16/9	13/6
2nd Half	15/–	11/9	9/3	20/–	16/9	13/3
December.						
1st Half	15/3	11/9	9/6	20/–	16/9	13/3
2nd Half	15/-	11/9	9/9	20/–	16/9	13/3
1908						
January.						
1st Half	15/3	11/9	9/9	20/–	16/6	12/9
2nd Half	15/–	11/9	9/6	20/3	16/6	12/9
February.						
1st Half	14/–	11/–	9/3	19/9	16/3	12/9
2nd Half	12/–	10/9	9/–	19/9	16/3	12/9
March.						
1st Half	12/–	10/9	9/–	19/9	16/3	12/9
2nd Half	11/9	10/6	8/9	19/9	16/3	12/9

Current Market Prices in 1907 of the various descriptions of

PERIOD.	LARGE. F.O.B. CARDIFF.							LARGE F.O.B. SWANSEA
	Bests.	Best Seconds.	Seconds.	Drys.	Monmouthshire Black Veins	Monmouthshire Western Valleys.	Monmouthshire Eastern Valleys.	Best Swansea Dry Steams.
January. 1907								
1st Half ..	17/3	16/6	15/9	15/9	16/–	15/6	14/3	16/9
2nd Half ..	18/–	17/3	16/–	16/3	17/–	16/6	15/9	17/–
February.								
1st Half ..	19/9	19/–	17/9	17/6	18/–	17/6	16/9	17/–
2nd Half ..	19/3	18/3	17/3	17/6	17/–	16/6	16/6	18/–
March.								
1st Half ..	18/–	17/3	16/6	16/6	17/–	16/6	16/–	18/–
2nd Half ..	18/–	17/–	16/3	16/3	17/–	16/6	15/6	17/9
April.								
1st Half ..	18/–	17/–	16/3	16/3	17/–	16/6	15/6	16/9
2nd Half ..	17/9	17/–	16/3	16/6	17/–	16/6	15/6	18/–
May.								
1st Half ..	17/9	17/–	16/3	16/3	17/–	16/6	15/3	18/–
2nd Half ..	18/3	17/9	16/6	16/3	17/3	16/9	15/6	18/–
June.								
1st Half ..	19/–	18/3	17/–	16/9	17/9	17/3	16/–	18/–
2nd Half ..	19/–	18/–	16/9	16/6	17/6	17/–	15/6	18/6
July.								
1st Half ..	19/3	18/3	17/–	16/3	17/9	17/–	15/6	18/6
2nd Half ..	20/3	19/6	18/–	16/9	18/3	17/9	16/–	19/3
August.								
1st Half ..	21/3	20/–	18/6	17/3	19/3	18/6	17/–	20/3
2nd Half ..	21/6	20/3	19/–	18/3	19/3	18/9	16/9	20/6
September. ..								
1st Half ..	20/9	19/6	18/6	18/3	19/–	18/6	16/9	20/6
2nd Half ..	19/9	18/6	18/–	18/–	18/6	18/–	16/6	20/3
October								
1st Half ..	19/3	18/3	17/3	18/–	17/9	17/3	15/9	20/3
2nd Half ..	18/9	17/6	16/9	17/–	17/–	16/6	15/6	20/–
November. ..								
1st Half ..	18/3	17/6	16/9	17/6	17/–	16/6	15/9	18/3
2nd Half ..	19/–	18/3	17/3	18/6	18/–	17/3	16/6	18/3
December.								
1st Half ..	19/3	18/3	17/6	18/6	18/–	17/6	16/6	19/6
2nd Half ..	19/–	18/–	17/3	18/6	17/9	17/3	16/3	19/6
January. 1908								
1st Half ..	18/9	17/9	17/–	18/6	18/–	17/3	16/6	19/6
2nd Half ..	18/–	17/3	16/6	17/9	17/–	16/9	15/9	18/6
February.								
1st Half ..	17/–	16/6	15/9	16/9	16/–	15/6	14/9	18/–
2nd Half ..	16/3	15/6	14/9	15/6	15/3	14/3	13/6	17/3
March.								
1st Half ..	16/3	15/3	14/6	15/3	14/6	14/–	12/9	17/–
2nd Half ..	16/6	15/6	14/6	15/–	14/9	14/3	13/–	16/3

PRICES, 1907.

Steam Coal f.o.b. Cardiff, with the variations month by month.

NUTS, BEANS, AND PEAS. F.O.B. CARDIFF.				SMALL F.O.B. CARDIFF.			PERIOD.
Best Washed Nuts.	Best Washed Peas.	Monmouthshire Washed Nuts.	Monmouthshire Beans and Peas.	Bests.	Seconds.	Ordinary.	
							January. 1907
13/3	12/–	13/9	12/9	11/–	10/–	8/–	.. 1st Half
14/9	12/9	14/9	13/3	11/–	10/–	8/6	.. 2nd Half
							February.
15/9	13/3	14/9	13/3	11/3	10/3	8/9	.. 1st Half
16/–	13/6	14/6	13/3	11/–	9/3	8/6	.. 2nd Half
							March.
15/9	13/3	14/3	13/3	11/3	9/9	8/3	.. 1st Half
15/3	13/3	14/3	13/3	12/–	10/9	9/3	.. 2nd Half
							April.
15/3	13/3	14/–	13/–	12/–	10/9	9/6	.. 1st Half
15/3	13/3	14/–	13/–	11/9	10/3	9/6	.. 2nd Half
							May.
15/–	13/6	14/–	13/–	12/–	10/6	9/9	.. 1st Half
15/–	13/6	14/3	13/3	12/3	11/–	9/9	.. 2nd Half
							June.
15/3	14/3	14/6	13/3	12/9	11/6	10/–	.. 1st Half
15/3	14/3	14/3	13/3	11/9	10/9	9/9	.. 2nd Half
							July.
15/3	14/–	14/3	13/3	12/–	10/9	9/6	.. 1st Half
15/6	14/3	14/6	13/6	12/9	11/6	10/3	.. 2nd Half
							August.
15/6	14/–	14/6	13/6	13/3	12/3	11/–	.. 1st Half
15/6	14/–	14/9	13/9	13/9	13/–	12/–	.. 2nd Half
							September.
15/6	14/–	14/6	13/6	13/–	12/–	11/–	.. 1st Half
15/6	13/9	14/6	13/6	12/3	10/6	8/9	.. 2nd Half
							October.
15/6	13/9	14/6	13/6	12/–	10/9	9/3	.. 1st Half
15/3	13/3	14/3	13/3	12/–	10/6	9/–	.. 2nd Half
							November.
15/–	13/–	14/3	13/3	11/6	9/9	8/3	.. 1st Half
15/3	13/–	14/3	13/3	11/3	10/–	8/9	.. 2nd Half
							December.
15/3	13/–	14/3	13/3	11/–	9/9	8/6	.. 1st Half
15/3	13/–	14/6	13/6	10/9	9/6	8/6	.. 2nd Half
							January. 1908
15/3	13/–	14/6	13/3	11/9	10/3	9/3	.. 1st Half
15/3	13/–	14/3	13/3	11/6	10/–	9/–	.. 2nd Half
							February.
15/–	13/–	13/9	13/3	10/9	9/9	8/6	.. 1st Half
15/–	13/–	13/6	13/–	10/–	9/–	8/–	.. 2nd Half
							March.
15/–	13/–	13/6	12/6	10/–	9/–	7/9	.. 1st Half
14/9	13/3	13/3	12/3	9/9	8/9	7/9	.. 2nd Half

AVERAGE MARKET PRICES OF STEAM COAL

F.O.B. CARDIFF.

(EXCLUSIVE OF COAL TAX.)*

	1897.	1898.	1899.	1900.	*1901.	*1902.	*1903.	*1904.	*1905.	*1906.	1907
LARGE—Colliery Screened—											
Best	10/11	13/–	14/7	24/8	18/1	15/4	14/6	14/9	13/–	15/2	19/–
Best Seconds / Seconds	10/1	11/8	13/4	22/4	16/11	14/5	13/8	13/8	12/–	14/4	18/1 / 17/1
Drys	9/5	11/2	12/11	21/2	15/8	13/10	12/11	13/4	11/8	13/6	17/1
Monmouthshire (Black Vein)	9/4	11/1	12/10	21/3	15/10	13/5	12/10	12/7	11/9	14/2	17/8
Western Valleys / Eastern Valleys	8/11	10/2	11/8	19/3	14/10	12/4	11/8	11/7	10/11	13/1	17/1 / 15/11
SMALLS—											
Best	5/11	6/6	8/6	14/8	9/5	8/4	7/11	7/3	8/4	9/8	11/10
Seconds ..	5/4	5/6	7/9	13/8	8/4	7/8	7/2	6/5	7/6	8/9	10/8
Ordinary ..	4/9	4/10	7/1	12/7	7/2	6/9	6/3	5/7	(,6	7/9	9/4

SALE CONTRACTS.

The following is a form of Contract for the Sale of Coal, which was fixed by a Committee representing all the chief buyers and sellers in South Wales and Monmouthshire, and which is generally used :—

WELSH COAL CONTRACT, 1900. F.O.B.

MEMORANDUM OF AGREEMENT entered into at.....
this.....day of.....190....
between..... of .....
hereinafter called the "Purchasers" and.....
hereinafter called the "Vendors."

1.—*Quantity.*

The Purchasers agree to buy and the Vendors agree to sell .....tons of..... Large.....
Coal on the following conditions :—

2.—*Delivery.*

The Purchasers will provide tonnage to take delivery of the Coal from the.....to the .....
in as nearly as possible equal proportions per calendar month. Such delivery shall be into Ship at one of the following Docks.....
.....as ordered, on application to the Vendors, before Ship's arrival.

3.—*Loading.*

The time for Loading to be mutually agreed between the Purchasers and the Vendors when each Vessel is placed on stem, and being subject in the case of Steam Vessels to the conditions and exceptions of Clauses 2 and 3 of the Chamber of Shipping Welsh Coal Charter, 1896, and in the case of Sailing Vessels to the Vendors' usual printed Form of Guarantee. In the event of the Purchasers and Vendors not being able to mutually arrange a stem, the Purchasers shall have the right to place a Vessel on stem for the portion of the month's deliveries then due on giving seven days' notice to the Vendors, in which case the Vendors shall be allowed customary hours for loading.

4.—*Trimming.*

The Trimming shall be done by Trimmers nominated by the Vendors or their Agents, and the Tariff Rates of the Port for Trimming shall be paid to the Vendors by the Purchasers in default of payment by the Shipowners. The Vendors shall not be responsible for fire, explosion, or accident in connection with the Trimming, or for any act, default, or negligence of the Trimmers or Foremen.

SALE CONTRACTS—Continued.

5.—*Wharfage.*

The Purchasers undertake to pay the Vendors or the Dock Company the usual Wharfage of 2d. per ton.

6.—*Quantity and Weights.*

The Purchasers shall inspect the Coal in the Wagons on the tip-road at the place of shipment, and any objection to quality or condition shall be raised before shipment or be deemed to be waived. The returns of weight as ascertained at the Loading Tips by the Dock or Railway Company shall be final and conclusive for all purposes whatsoever.

7.—*Price.*

The purchasers shall pay the Vendors the price of—

.....per ton for Colliery Screened Coal.
.....per ton if Single Screened at time of shipment.
.....per ton if Double „ „ „

8.—*Payment.*

The Purchaser shall make payment as follows.....
.....

9.—*Strike and Accidents.*

In the event of a stoppage or partial stoppage of the Vendors' Pits, or any of them, or on the Railway or Railways over which the Vendors' traffic is usually carried between any of the Vendors' Pits and the place of shipment, or at the Dock named as the place of shipment, or of a suspension of work by Trimmers, or Dock, Railway, or other hands connected with the working, delivery, or shipment of the said Coal, or from any cause whatever, whether or not of the same nature, the Vendors shall not be called upon to deliver any Coal during a total stoppage, and in the event of a partial stoppage the Vendors shall be entitled to a reduction in the deliveries proportionate to the reduction in their output. No liability shall attach to the Vendors for any such default of shipment, notwithstanding the fact that during such period Coal may have been shipped by them. The time within which the above named quantities are to be taken and delivered shall be extended for a period at least equal to that during which deliveries are suspended, or as otherwise arranged by mutual agreement.

10.—*Insolvency.*

In case of any default on the part of the Purchasers in making any payment on the dates specified, the Vendors may suspend

SALE CONTRACTS—Continued.

deliveries until such payment is made, and it shall be at their option whether they will afterwards make up any deficiency in deliveries so caused ; or if the Purchasers shall have been declared bankrupt, called any meeting of their creditors, or made any acknowledgment that they are unable to pay their debts in full, it shall be at the Vendors' option to consider the contract null and void.

11.—*Damage for failure to take or deliver.*

Unless otherwise mutually arranged, Purchasers agree in the event of their failing to charter and stem tonnage to take each month their regular monthly quantity in accordance with the terms of this contract to pay to the Vendors as and for liquidated damages the difference between the current price on the last day of such month and the contract price on the quantity they have so failed to take, and the Vendors agree that in the event of their declining to accept tonnage to take each month the regular monthly quantity in accordance with the terms of this contract, to pay to the Purchasers as and for liquidated damages the difference between the current price on the last day of such month and the contract price on the quantity for which they have so declined to accept tonnage.

12.—*Prohibition of re-sale in the United Kingdom.*

The Purchasers undertake, the whole of the Coal herein named being purchased by them for *bona fide* exportation, that no part of it will be sold by them, either directly or indirectly, to any Export Merchants or other person or persons in the United Kingdom, and that none of this Coal shall be sent to the Vendor's excepted ports, which are .....

The Purchasers agree to pay to the Vendors as liquidated damages two shillings per ton for every ton sold in violation of this clause, or the Vendors may, at their option, decline to make further deliveries under this contract.

13.—*War.*

In the event of the United Kingdom being at war with any European Power or any prohibition being made by the British Government of the export of Welsh Coal, the quantity due for delivery under this Contract during the period over which such war or prohibition extends shall be cancelled.

THE FOLLOWING ARE THE COALS ON THE ADMIRALTY LIST FOR SUPPLY TO THE BRITISH NAVY.

Albion Merthyr

Cambrian Navigation

Cory's Merthyr

Cyfarthfa

Dowlais Cardiff

Dowlais Merthyr

Ferndale

Great Western Navigation

Harris's Deep Navigation

Hill's Plymouth Merthyr

Hood's Merthyr

Imperial Navigation

Insole's Cymmer

Insole's Merthyr

Lewis's Merthyr

Locket's Merthyr

Maclaren Merthyr

National Merthyr

Naval Merthyr

Nixon's Navigation

Ocean Merthyr

Oriental Merthyr

Penrikyber

Powell Duffryn

Rhymney

Standard Merthyr

Tynybedw

Ynysfaio Merthyr.

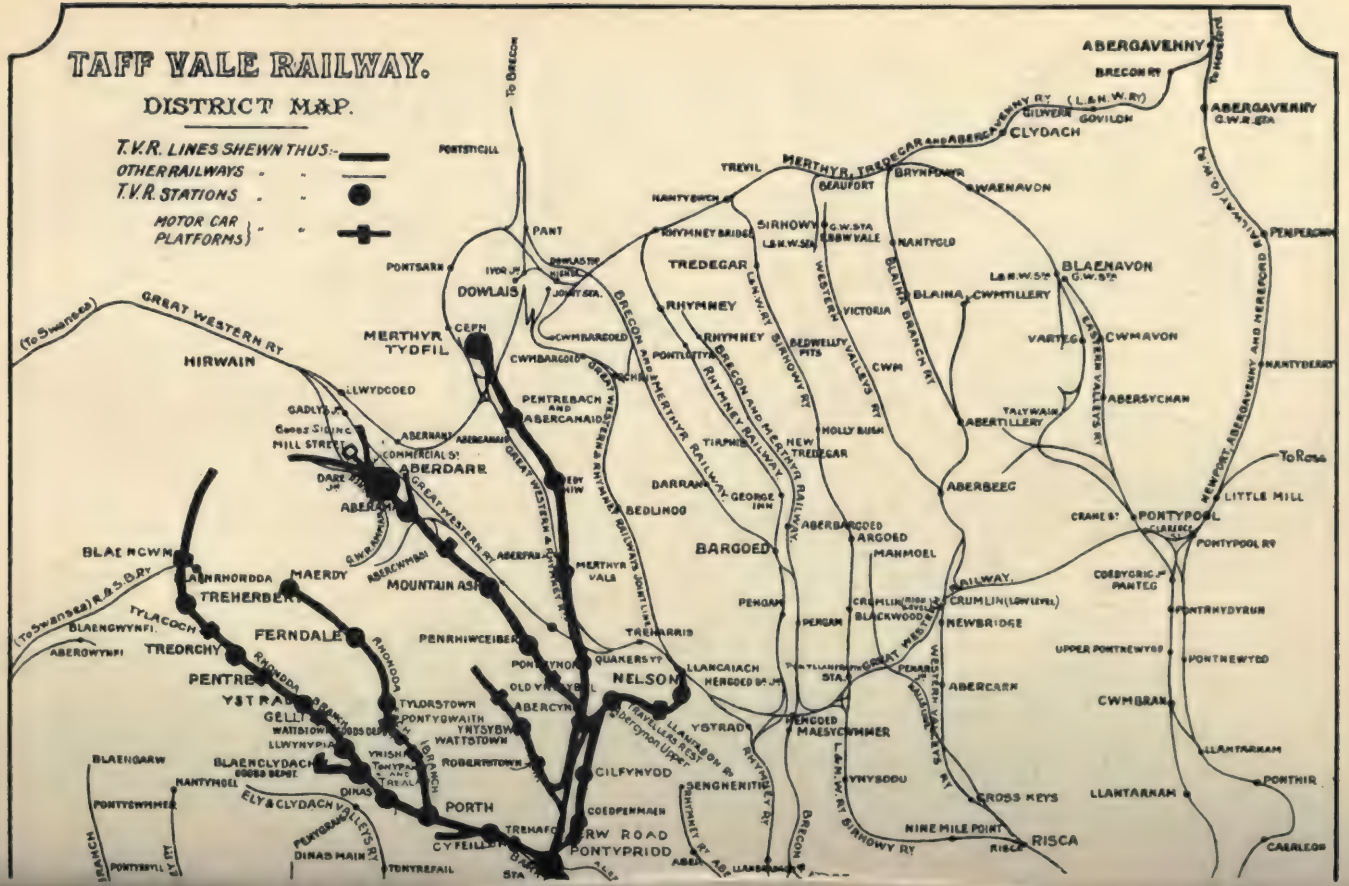
THE TAFF VALE RAILWAY
AND
THE PENARTH DOCK.

OLDEST amongst the Welsh Railways, the Taff Vale has for nearly three-quarters of a century taken a unique part in the building up and development of the great coal and iron trade of South Wales.

In the dawn of the nineteenth century, the production of Welsh coal was limited to the needs of the iron works which dotted the northern outcrop of the coal basin. This trade had already reached such dimensions as to justify the construction between 1790 and 1798 of the Glamorganshire Canal connecting the furnaces of Merthyr with the harbour of Cardiff.

Rapidly the Welsh iron trade expanded. The production of the Glamorganshire and Monmouthshire works, recorded as 39,558 tons in 1796, attained by 1830 a figure of 277,643 tons. Concurrently the collieries, whilst still mainly dependent on the ironworks, commenced to seek independent markets. A sale-coal colliery was opened on the Steam Coal by Robert Thomas, at Waunwyllt, near Merthyr, and Walter Coffin won the Rhondda No. 2 and No. 3 Seams near Pontypridd, and constructed a tramway connecting his pits with the Glamorganshire Canal. The Canal became crowded with traffic. The necessarily slow and tedious process of dragging the barges down a long waterway with its numerous locks was found incapable of dealing effectively with the growing tonnage, and ironmasters and coalowners found their business injured by the delays in getting their produce to the sea.

As the century advanced, the traffic grew with even greater rapidity. In 1831 the Glamorganshire Canal carried 70,333 tons of iron; in 1834 this had increased to 111,012 tons. Naturally such a traffic told favourably on the commercial value of the Canal Company's shares. In the middle of 1831, the £100 share in the Company was valued on the London Stock Exchange at £290, and was then earning dividends at the rate of £13 12s. 8d. per cent per annum.


TAFF VALE RAILWAY.
DISTRICT MAP.
T.V.R. LINES SHEWN THUS:-
OTHER RAILWAYS " "
T.V.R. STATIONS " "
MOTOR CAR PLATFORMS " "
To Oregon
PONTSTICILL
PANT
PONTSARN
DOWLAIS
IVOR JN.
DOWLAIS STA.
DOWLAIS TUNNEL
MERTHYR TYDFIL
CEFN
CWMBARGOED
CWMBARGOED JUNCTION
HIRWAIN
(To Swansea) GREAT WESTERN RY.
LLWYDCOED
GADLYS JN.
Gadlys Siding
MILL STREET
ABERNANT
ABERCANAID
COMMERCIAL St.
ABERDARE
DARE JN.
ABERDARE
GREAT WESTERN RY.
PENTREBACH AND ABERCANAID
BRECON AND MERTHYR RAILWAY
BLAENCWM
LLANHARDDA
MAERDY
TREHERBERT
TYLACOCH
BLAENGWYNFI
(To Swansea) R.A.S. & B. Dy
TREORCHY
ABEROGWYNFI
FERNDALE
RHONDDA
PENRHIWCEIBER
PENTRE
YSTRAD
GELLI
WATTSTOWN GOODS DEPOT
LLWYNYPIA
TYLORSTOWN
PONTYGWAITH
YNYSYBWL
WATTSTOWN
BLAENCLYDACH GOODS DEPOT
YNISHIR
TONYPANDY AND TREALAW
ROBERTSTOWN
BLAENGARW
NANTYGWENLAIS
PONTYGWAITH
ELY & CLYDACH VALLEYS RY.
DINAS
PENYGRAIG
DINAS MAIN
PORTH
TREHAFOD
CYFEILLIOG
PONTYPRIDD
TONYREFAIL
BRANCH
PONTYPRIDD STA.
MERTHYR VALE
MOUNTAIN ASH
ABERCYNON
OLD YNYSYBWL
QUAKERS YARD
TREHARRIS
NELSON
LLANCAIACH
TAFF VALLEY RY.
TAFF VALLEY STA.
GREAT WESTERN RY.
PENGAM
BEDLINOG
DARRAN
GEORGE INN
BARGOED
ABERBARGOED
ARGOED
MANMOEL
HOLLY BUSH
NEW TREDEGAR
TIRPHIL
RHYMNEY BRIDGE
RHYMNEY
RHYMNEY RAILWAY
RHYMNEY VALLEY RY.
PONTLOTTYN
PEDWELLTY PITS
CWM
TREDEGAR
LLANWERN
SIRHOWY
SIRHOWY RY.
L.&N.W.Sta
G.W.Sta
G.B.&W. VALE
NANTYGLO
BLAINA BRANCH RY.
BLAINA
CWMTILLERY
BLAENAVON
VICTORIA
VARTEG
CWMAVON
EASTERN VALLEYS RY.
ABERSYCHAN
TALYWAIN
ABERTILLERY
ABERBEEG
TREVIL
MERTHYR, TREDEGAR AND ABERGAVENNY RY.
BEAUFORT
BRYNPOWER
WAENAVON
CLYDACH
GILWERN
GOVILON
(L.&N.W.RY.)
ABERGAVENNY
G.W.R.Sta
ABERGAVENNY AND HEREFORD RY.
PENPERGWM
NANTYDERRY
To Ross
LITTLE MILL
CRANE St.
PONTYPOOL
PONTYPOOL RY.
COEDYGRIC JN.
PANTEG
PONTRHYDYRUN
UPPER PONTNEWYDD
PONTNEWYDD
CWMBRAN
LLANTARNAM
PONTHIR
CAERLEON
NEWPORT, ABERGAVENNY AND HEREFORD RY.
RAILWAY.
CRUMLIN (LOW LEVEL)
CRUMLIN (HIGH LEVEL)
BLACKWOOD
NEWBRIDGE
ABERCARN
MAESYCWMMER
YNYSDDU
GROSS KEYS
NINE MILE POINT
RISCA
LLANCAIACH
LLANSAINT RD.
YSTRAD
RHYMNEY RY.
ABERCARN
BRECON
L.&N.W.RY.
SIRHOWY RY.



A. McLAY & CY., LP., LITHO., CARDIFF.

THE INCEPTION OF THE RAILWAY.

With their trade demanding better means of transport, and with the prospect of handsome profits from the provision of these means, in 1835 Sir Josiah Guest, the head of the Dowlais works, Walter Coffin, the coal owner, and others, called into council Isambard Brunel, the chief Railway Engineer of the day, with the view of constructing a railway from Merthyr to Cardiff, with branches to various ironworks and collieries *en route*. In the sixth year of the reign of His Most Excellent Majesty William IV, or, to be more explicit, on June 4th, 1836, an Act received the Royal Assent, entitled "An Act for making a Railway from Merthyr Tydfil to Cardiff, to be called the Taff Vale Railway."

In October, 1840, the first portion of this line, between Cardiff and Navigation House, near Abercynon, at the junction of the Aberdare and Merthyr Valleys, was opened, the event being signalised by the conveyance of the shareholders in a special train over the line, followed by a dinner in Cardiff at the Cardiff Arms Hotel, presided over by Sir John Guest, the Chairman of the Company. It is recorded that this first train travelled from Cardiff to Pontypridd, a distance of twelve miles, in thirty-one minutes, some portion of the distance being performed at the rate of 40 miles an hour. It is evidence of the extraordinary advance that was then being made in railway engineering that such a speed should be attained in 1840, when in 1836 Parliament considered it necessary to insert in the Taff Vale Railway Act a clause that no train should travel at a greater speed than twelve miles an hour.

THE GROWTH OF THE TAFF VALE SYSTEM.

Step by step the system grew. The Aberdare Valley was secured by the leasing of railways promoted by separate companies. In 1863 the Company secured an independent seaboard outlet by the leasing of the Penarth Dock and Harbour with the connecting railway lines. Between 1850 and 1870 branches were gradually extended into the Rhondda Valleys. The developments of the succeeding twenty years included railways between Pontypridd and Llancaiach, and the Ynysybwl Branch; whilst the acquisition of the Llantrissant and Cowbridge and Aberthaw Branches, with

the construction of the Penarth Extension Railway, gave the Company a considerable mileage to the south-west. In the early stages of its existence the Taff Vale Railway had to meet difficulties inseparable from the building-up process. Traffic was slow to come in the volume necessary to provide dividends. The shares fell to a heavy discount. But the Welsh Steam Coalfield was extending and opening at a phenomenal rate. The coal shipments of the Port of Cardiff, which were 165,880 tons in 1840, and 1,910,212 tons in 1860, reached 5,862,349 tons in 1880. The Taff Vale became the most profitable railway in the Kingdom, and the £100 Ordinary Stock reached £300. Then came the greatest crisis of the Company's career. The Barry Dock and Railway, authorized in 1884, was opened in 1889. The effect was twofold: firstly in depriving the Taff Vale, both at its Docks and on its Railways, of an immense volume of traffic: and secondly, in reducing the revenue on what was left by a heavy cutting of conveyance rates. The gross revenue of the Company in 1888, the year before the opening of the Barry Dock, amounted to £884,462, and the dividend and bonus on the Ordinary Stock totalled 15 per cent. In 1890 the revenue was £713,753, and the ordinary dividend had fallen to 7½ per cent. Agitation amongst the shareholders was a natural result, and drastic changes were made in the personnel controlling the undertaking. A new Board, consisting mainly of the present Directors, was formed, and Mr. Ammon Beasley was entrusted with the general management.

These gentlemen were faced with a problem of unusual difficulty. With a capital unchanged in amount, and with working costs which had gradually grown up proportionately to the old revenue, they started office with twenty per cent of that revenue non-existent. The manner in which they solved the problem, how they found new sources of traffic, how thoroughly they attacked each item of working expenditure, is written half-year by half-year in the published accounts, and there is no instance in the annals of South Wales commerce of a more brilliant piece of continuous and successful work. The shareholders are now receiving 10 per cent on their original stock, and reserves have been and are being built up which are assuring a maintenance of these splendid results.



MR. ROBERT L. G. VASSALL
Chairman Taff Vale Railway Co.

THE DIRECTORATE

of the Company consists of Mr. Robert Lowe Grant Vassall (Bristol) the Chairman, Mr. Charles Thomas (Bristol), the Vice-Chairman, and Messrs. Arthur Baker (Henbury, nr. Bristol), Charles Henry Cave (Mangotsfield, Glos.), Matthew Cope (Cardiff), Charles Herbert Gray (London), Herbert Richards Homfray (Penllyn Castle, Glam.), Edward Oliver Jones (Cardiff), Philip Augustus Vyvyan-Robinson (Cardiff), Joseph Weston-Stevens (Clifton), and Hamilton Wilfrid Killigrew Wait (Clifton).

These gentlemen constitute an eminently practical and experienced Board. Many of them control great Colliery, Shipping, and other business undertakings, and every member possesses a close personal knowledge of the district served by the Company, and the trade conditions on which its success depends.

THE CHAIRMAN OF THE COMPANY,

Mr. R. L. G. Vassall, who is a member of the firm of Osborne, Ward, Vassall & Co., Solicitors, Bristol, one of the oldest and best known firms in the West of England, joined the Board in 1890, and acted as Deputy-Chairman from 1891 to 1898, when, on the death of Mr. Arthur Guest, the previous Chairman, he was unanimously elected to occupy his present position of head of the Company.

THE DEPUTY-CHAIRMAN,

Mr. Charles Thomas, joined the Board in 1891, and has acted as Deputy-Chairman since 1901, in succession to Mr. Russell Rea, M.P., who occupied that position from 1898.

THE SECRETARY,

Mr. Edward Edwards, has been in the service of the Company for many years, and has held his present position since 1900.

THE SOLICITORS

to the Company are Messrs. Ingledew & Sons, members of the firm having had charge of the legal and Parliamentary business of the Company since 1879.

THE TAFF VALE RAILWAYS

cover a mileage of 124 miles, and form the principal connecting link between the great Welsh Steam Coalfield and the shipping port of Cardiff. The 18,000,000 tons of coal which annually pass over the system makes the Taff Vale—even when compared with the main trunk systems—one of the largest coal-carrying lines in the Kingdom. Of this coal, the Company's docks at Penarth ship over 4,500,000 tons per annum. In addition, the Taff Vale Company are the chief carriers of coal to the Bute Docks at Cardiff, and the greatest percentage of the coal shipments of Barry also originate on their system. The passenger traffic represents one-fourth of the total receipts, the Company carrying between eleven and twelve million passengers annually. The leading statistics of the Company's present-day position are as follows :—

Length of Railway		124¼ miles
Four lines of railway	1907	15½ „
Three lines of railway	1907	12¾ „
Two lines of railway	1907	44 „
Single railway	1907	52 „
Total Capital expended to Dec. 31st, 1907, including special increase of Capital on Consolidation and Conversion of Stocks		£9,920,382
Tonnage carried, 1907		19,877,495 tons
*Passengers carried, 1907		10,033,976
Total receipts, 1907		£1,062,896
Train mileage, 1907 :		
Passengers .. Miles	1,138,260	2,804,532 Total
Goods and Minerals „	1,666,272	
Rolling Stock :—		
Locomotives		224
Steam motors		18
Passenger coaches		363
Merchandise wagons		2,542

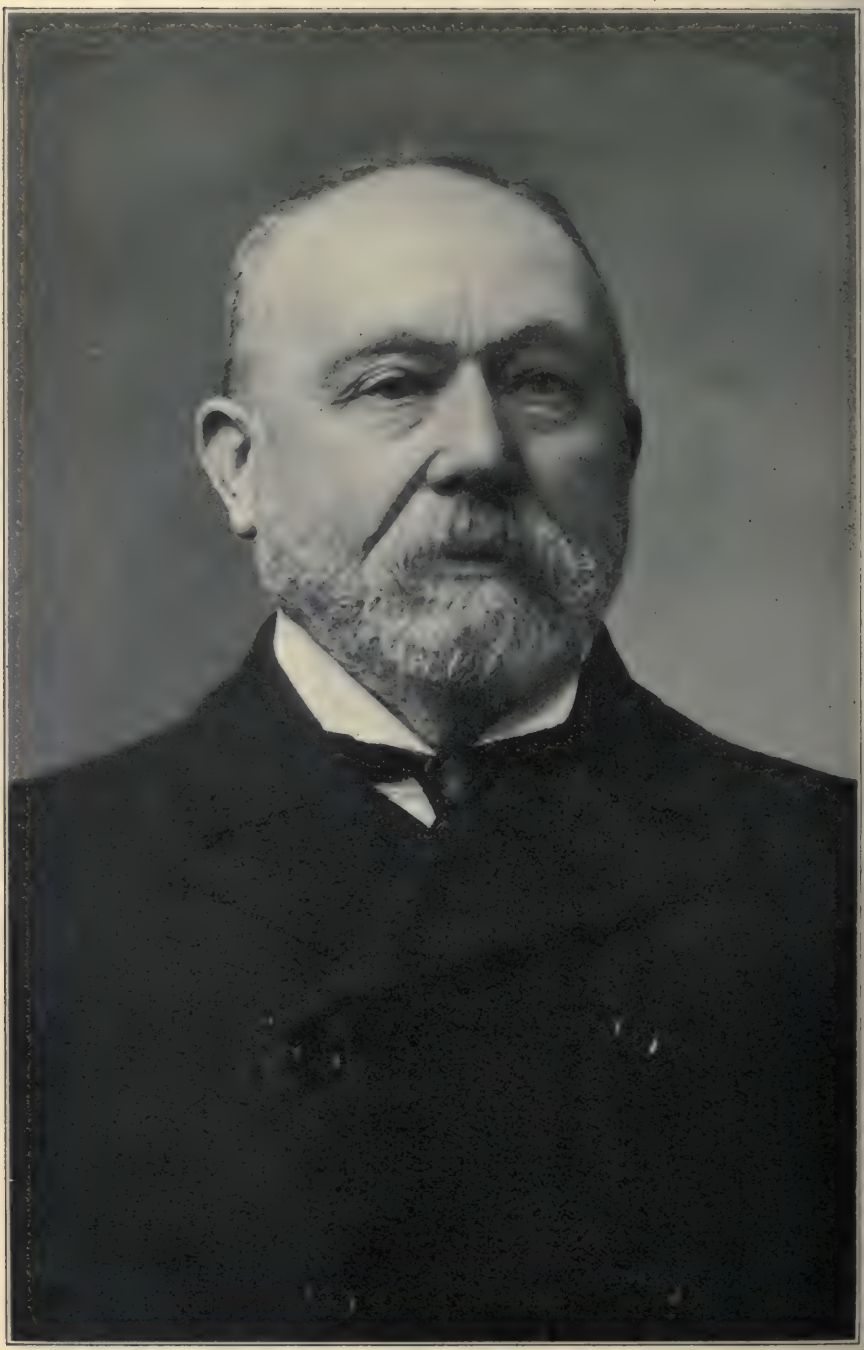
PENARTH DOCK AND BASIN.

Water area	26 acres
Quay space	6,600 ft.
Number of coal tips	21
Coal shipped in 1907	4,570,429 tons

*Periodical Tickets (addition) Equivalent to 2,671,344 Journeys, 25,300 Tickets.
Workmen's „ „ „ 979,452 „ 81,621 „
Travellers by these not included in figures above.



COAL AWAITING SHIPMENT AT PENARTH DOCK.



MR. AMMON BEASLEY
General Manager of the Taff Vale Railway Company.

THE GENERAL MANAGER OF THE COMPANY,

Mr. Ammon Beasley, entered the service of the Great Western Railway Company in the late fifties at Wolverhampton. After a period of rapid promotion, he in 1863 joined the staff of the late Mr. Grierson, when the latter was appointed to the post of General Manager of the Great Western Railway, and three years later he was offered and accepted the chief position in the general manager's department. In 1891 he was appointed General Manager of the Taff Vale Railway Company. The difficulties which Mr. Beasley had to face have already been referred to, and the manner in which he rehabilitated the Company, enforced drastic economies, increased efficiency, and discovered new and developed existing sources of revenue, has stamped him as one of the strongest men in the British railway world. In the presentation of a case to Parliamentary Committees, Royal Commissions, or in the Courts of Law, on behalf of his Company, or of the general body of railways or dock-owners, Mr. Beasley is recognized as one of the most able witnesses. His close knowledge of law in its bearing on railway, dock, and labour questions was responsible for what is now known in history as the "Taff Vale Case," in which, after a prolonged struggle, the Taff Vale Company recovered £23,000 from the Amalgamated Society of Railway Servants, as damages resulting from a strike on the Company's system. A rigid disciplinarian, he has succeeded in establishing a high standard of efficiency among the large staff under his supervision; but happily mingled with his strong belief in the virtue of thorough discipline, is a great tactfulness and a close interest in the real permanent welfare of those in the service, and there are few if any railway companies in the country where ties of deeper affection bind the servants to the management. When the Bristol Channel Dock Owners' Association was formed three years ago, Mr. Beasley was unanimously appointed its President, and under his direction this Association has already been able to exercise a very considerable influence on recent administrative and legislative changes relating to dock questions. The thoroughness of his methods in administration, his experience of everything appertaining to railway and dock management, together with his commanding personality, have contributed in securing

for him the esteem of his contemporaries and a permanent place amongst the men who have been the leaders in the industrial building of South Wales.

THE TAFF VALE COMPANY AND ITS SERVANTS.

It may not inappropriately be stated here that the Taff Vale service enjoys advantages in two respects which are certainly rare if not unique. Every person in the company's employ who is not a member of the Railway Clearing House Superannuation Fund—to which the Company subscribes annually an amount equal to the total contributions of the members in its employ—is provided on retirement with an absolutely free pension, varying from 7/- to 20/- per week, according to the position occupied, the wages received, and the length of service. The only conditions are that the recipient must be 60 years of age and have served the Company continuously for at least 25 years. On the 31 of December, 1907, the number of pensioners on the books was 149, and the aggregate amount paid in pensions during the year was £4,146. Since the scheme came into operation on the 1st January, 1893, the amount so paid has amounted to over £41,800. A Savings Bank was established in October, 1895, under the provisions of the Company's Act of that year. The special features of the scheme are that the wives and families of the Company's servants are eligible as depositors, and that the interest paid on deposits is at a rate not less than one-half per cent above the average rate from time to time paid on the Company' Debenture Stocks, with a minimum of 3½ per cent. The deposits, with interest thereon, are a charge upon the property and assets of the Company ranking next after the debentures.

THE HEADS OF DEPARTMENTS

include the Engineer to the Company, Mr. George T. Sibbering, Mr. Thomas Hurry Riches, the Locomotive Superintendent; Mr. Samuel Thomas, the Superintendent and Dock Master of the Penarth Docks; Mr. Harland, Traffic Superintendent; Mr. W. J. Bennett. Accountant; Mr. T. A. Walker, Goods Manager; and Mr. H. Smith, Audit Accountant.

THE CHIEF ENGINEER TO THE TAFF VALE RAILWAY.

Mr. George T. Sibbering is a native of Glamorgan, and was articled to Mr. Samuel Harpur, formerly Engineer and Surveyor to the Merthyr Tydfil Public Health Authority, at that time probably one of the largest Local Boards of Health in the United Kingdom. On the completion of his articles, Mr. Sibbering joined the Engineering Staff of the Rhymney Railway, where he was engaged on the construction of the Quaker's Yard and Merthyr Joint Lines and other works. In 1883 he took up an appointment as an Assistant Engineer on the Taff Vale Railway, and was appointed Chief Engineer in 1893. From that time up to the present the whole of the important Engineering Works, including New Railways at Llantrisant, Ynisfach, Roath Branch, Ynysybwl, Cadoxton and Cilfynydd Branches, the Llandaff Loop, as well as the extensive improvements at Penarth Dock, and Pontypridd Station, and other parts of the Company's System, have been carried out by him, he having been responsible for designing and constructing the whole of the important works carried out for the Company. Mr. Sibbering has had extensive experience in Parliamentary matters, and has represented the Taff Vale Company on all important Bills affecting the Railway during the period in which he has held his present position. He was elected a member of the Institution of Civil Engineers in 1896. He is also a Member of the Institution of Mechanical Engineers, of the South Wales Institute of Engineers, and a Vice-President of the Permanent Way Institution, and he is also an active Member of various learned and scientific Societies.



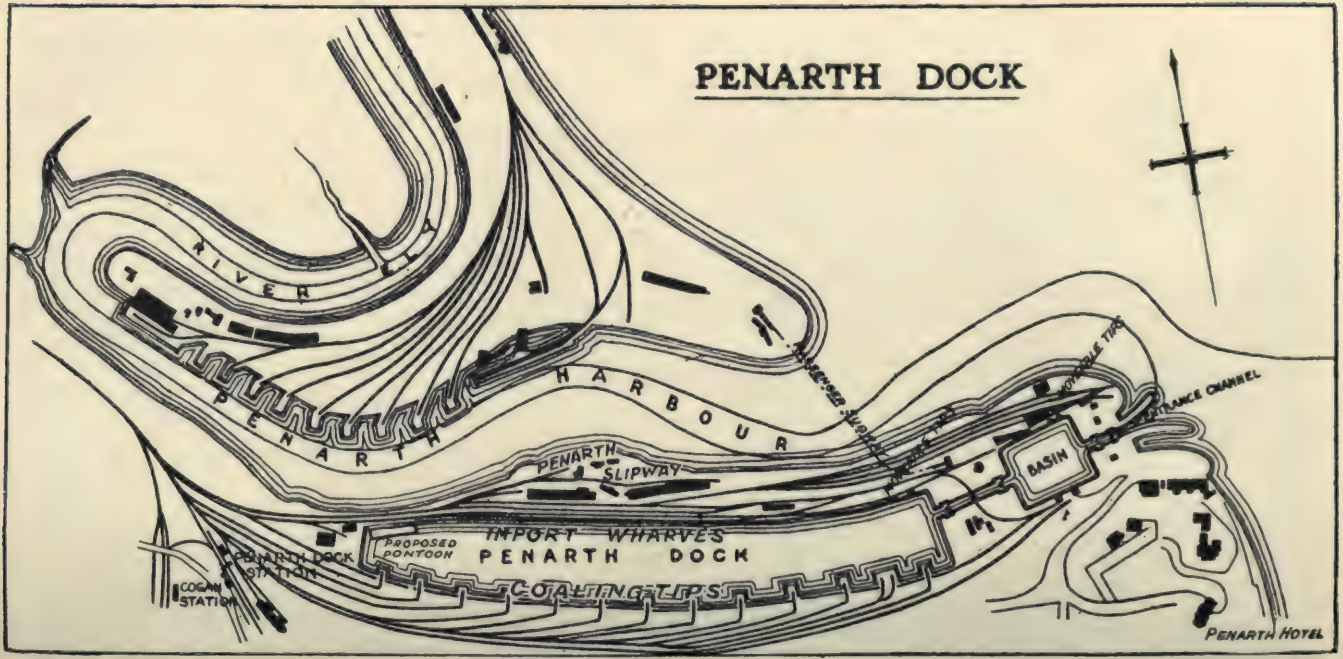
PENARTH DOCK.

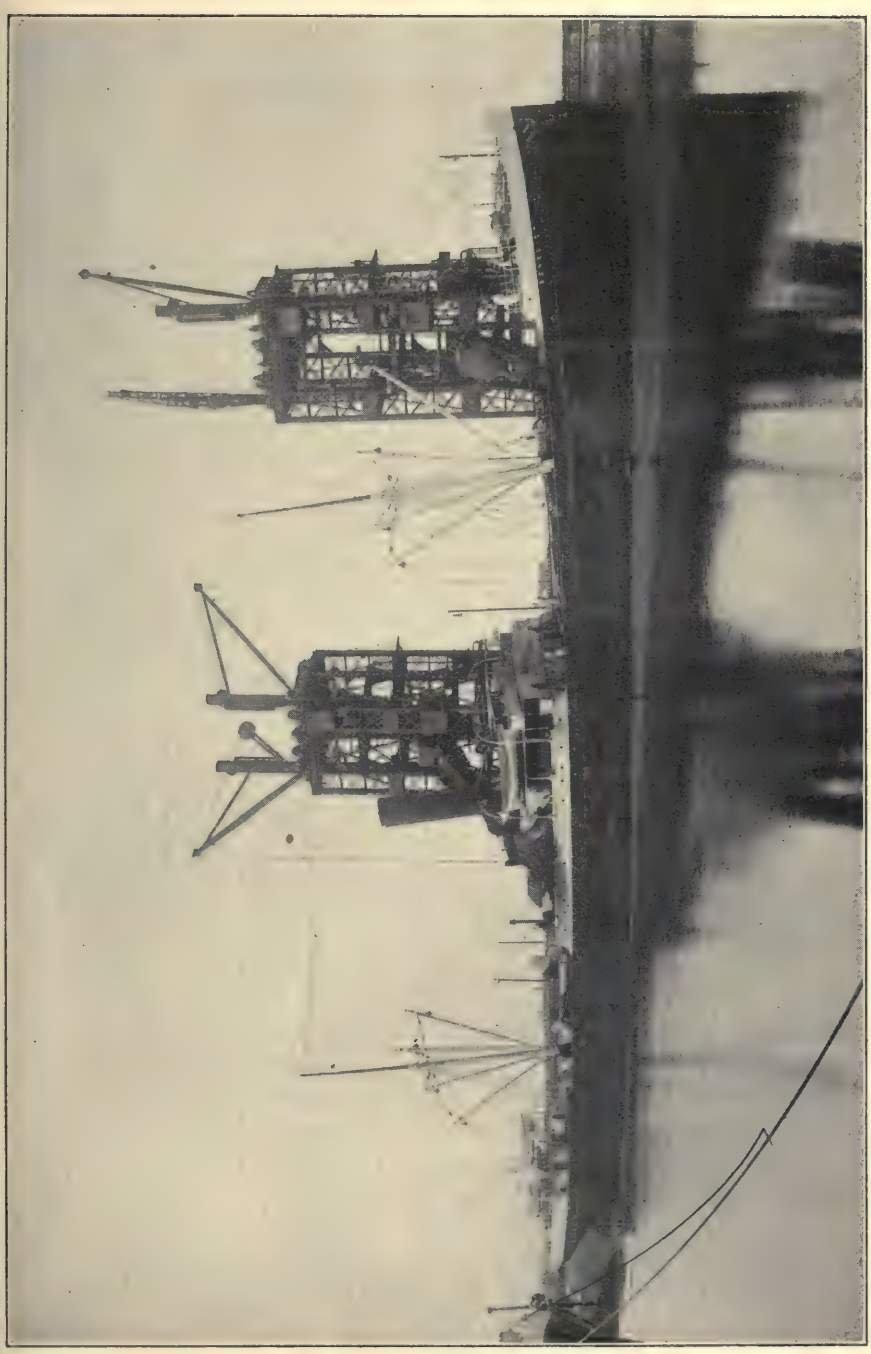
THE PENARTH DOCKS.

The early history of the Penarth Docks forms one of the most interesting phases of the romance of the growth of the trade and port of Cardiff. A span of just fifty years bridges its original and its present-day position, and during the greater part of this period its career has been that of an enterprise distinguished rather by a steady than a rapid growth. But it is quite safe to say that the annals of the great port of Cardiff contain nothing of more striking interest than the piece of bold, far-seeing enterprise which was responsible for the conception, first of the old Ely Harbour, and then a year later of the Penarth Dock, and the unflinching courage with which the works, despite the failure of the contractors, were successfully carried through by the original Board of Directors, and the undertaking started on its career under the ægis of the Taff Vale Railway Company. The pioneers of the trade of Cardiff played for high stakes, but as in the case of Lord Bute with the Bute Docks, and in the case also of the promoters of the Barry Docks in recent times, the great risks undertaken by Mr. Crawshay Bailey, Mr. John Nixon, and others, when they launched the Penarth undertaking, and by the Taff Vale Board when they took over the works before they were actually completed, were justified by results, and to-day the Penarth Docks, though comparatively small in area, rank among the best administered and most efficient in the United Kingdom, and have transformed a wild, uninhabited region into a thriving, well-built and populous seaside resort.

GENESIS OF THE UNDERTAKING.

In the early fifties, the only dock accommodation at Cardiff was that provided by the Bute West Dock. The Bute East Dock was in hand, and in 1859 was thrown open to traffic; but the trade of the port was increasing by leaps and bounds, and even whilst the Bute East Dock was constructing, it became evident that further dock accommodation would shortly be required. Here was the genesis of the Penarth undertaking. In 1856 a Bill was obtained authorizing the conversion of the lower reach of the Ely River


PENARTH DOCK
RIVER
PENARTH HARBOUR
PENARTH SLIPWAY
PROPOSED PONTOON
IMPORT WHARVES
PENARTH DOCK
COALING TIPS
PENARTH DOCK STATION
COAL STATION
BASIN
PENARTH HOTEL



COAL SHIPPING AT PENARTH DOCK.

into a harbour, by which vessels of a tolerably large draft of water might find a convenient bottom, and receive coal from tipping places to be erected alongside the river on the north side. The project also included a railway of some five or six miles long, which was to join the Taff Vale Railway at Pentyrch. In 1857 another Act was obtained for the construction of a dock, and the title of the Company was altered to that of the Penarth Harbour, Dock, and Railway Company. The original railway and tidal harbour were completed and opened for traffic in 1858. The harbour was equipped with ten coal drops, each capable of shipping 150 tons per hour, and three steam ballast cranes, capable of discharging at the rate of 60 tons an hour.

CONSTRUCTION AND OPENING OF PENARTH DOCK.

In 1858 the contract for the construction of the dock was placed, but progress was delayed considerably on account partly of engineering difficulties and partly on account of the differences arising between the contractors and the Company. Finally, with the sanction of the Court of Chancery, the Board of Directors themselves took possession of the works, and on Saturday, June 17th, 1865, the dock was opened.

LEASING THE PROPERTY TO THE TAFF VALE COMPANY.

The proposal to lease the new property to the Taff Vale Railway Company was not carried through without opposition. The negotiations between the two Boards began in the spring of 1858, when the dock powers granted to the Penarth Company in their Bill of 1857 had only just been put into operation. For a considerable period, apparently, the pourparlers were carried on privately; but when, in the summer of 1862, the terms took definite form and were made public, both the contracting parties met with a great deal of adverse criticism from their respective shareholders, as well as having to run the gauntlet of the opposition of the Bute Trustees. Eventually, however, the dock was leased, and the agreement approved by the proprietors of the Taff Vale Company.

THE EXTENSIONS OF PENARTH DOCK.

The dock maintained its original dimensions till April, 1884, when an inland extension was completed, increasing the length

of the dock—by 800 feet—to a total length of 2,900 feet, adding 5½ acres to its water area, and providing space for four additional high-level tips. In the construction of these works over a million cubic yards of soil and stone were excavated from Penarth Head, and the ground thus artificially acquired was transformed into a labyrinth of railways for siding and approach purposes. Authorized in 1880, this work was commenced in November, 1881, and opened by Lord Windsor (now the Earl of Plymouth) on April 9th, 1884. The shipping facilities have since been improved considerably, but the water area has remained stationary since 1884, and the following statement shows the existing accommodation of the dock basin and harbour :—

Length, feet	Width, feet	Area, acres	Width of entrance, feet	Depth of water, O.S.T. ft. ins.	Depth of water, O.N.T. ft. ins.	Coal Tips	Cranes.
Penarth Dock.							
2900	370	23	60	36 0	26 0	15	12
Penarth Basin.							
400	330	3	60	36 0	26 0	6	—
Penarth Harbour.							
13,000	—	55	600	30 0	20 0	6	9

At the Penarth Harbour, the South Wales Public Wharf and Transit Company provide ample accommodation for grain, flour, and general merchandise. It also possesses a large and complete petroleum storage installation, the tanks of which have a total capacity of over 3,000,000 gallons.

THE DOCK'S TRADE RECORD.

The following table gives a quinquennial record of the growth of the trade of Penarth :—

Year	Exports, tons.	Imports, tons.	Total, tons.
1865	273,996	1,337	275,333
1870	1,223,043	7,361	1,230,404
1875	1,060,581	50,474	1,111,055
1880	1,880,482	61,018	1,941,500
1885	2,773,445	32,309	2,805,754
1890	1,566,895	76,879	1,643,774
1895	2,511,015	117,073	2,628,088
1900	3,254,121	131,931	3,386,052
1905	3,744,325	189,515	3,933,840
1907	4,574,974	205,747	4,780,721



DISCHARGING WOOD PULP AT PENARTH DOCK.

The outstanding feature of this table is the steady progress it shows till 1900, and the accelerated rate of that progress during the last few years. The falling off in 1890 was due to the opening of the Barry Docks, to which reference has already been made; but Penarth gradually recovered its trade, and in 1907 its exports represented 18 per cent of the total export trade of the port of Cardiff, although its dock area amounts to only about 8·4 per cent of the total dock area of that port. Its principal export is coal, which represents about 99 per cent of the total volume of the export trade, of the dock, the remainder consisting of patent fuel, iron and ironwork, and general merchandise. The imports, which have grown uninterruptedly since the opening of the dock, consist mainly of gas coal, for consumption by the Cardiff and other Gas Companies, wood pulp for the Ely Paper Mills, and general merchandise. These three items absorb about 95 per cent of the total import trade, and the difference consists of imports of iron and ironwork, sleepers, sundry wood, pitwood, and iron ore. On the north side of the dock extensive wharfage accommodation, including a commodious warehouse, is provided for import trade purposes, and the hydraulic and steam cranes are so arranged that as many as five can be brought into simultaneous use on a single cargo. One of the movable cranes has a lifting capacity of 20 tons, and sheer legs and appliances are also provided which will lift up to 40 tons. The dock enjoys a great reputation for despatch in coal shipment, and in this direction it is doubtless destined to achieve a still greater distinction.

The following is a record of the shipping tonnage of the dock since 1875 :—

STATEMENT OF THE NUMBER AND NET REGISTER TONNAGE OF VESSELS CLEARED FROM PENARTH DOCK AND HARBOUR.

	No. of Vessels.			Net Registered Tonnage		
Year	Steam	Sail	Total	Steam	Sail	Total
1875	1,289	2,133	3,422	325,792	295,372	621,164
1880	1,606	2,364	3,970	734,469	466,528	1,200,997
1885	1,891	1,768	3,659	1,050,616	456,254	1,506,870
1890	1,618	1,440	3,058	672,581	189,197	861,778
1895	2,275	1,289	3,564	1,252,908	152,702	1,405,610
1900	2,327	777	3,104	1,541,737	105,247	1,646,984
1905	2,480	886	3,366	1,611,554	118,515	1,730,069
1907	2,428	728	3,156	1,978,287	85,766	2,064,053

THE SUPERINTENDENT AND DOCK MASTER OF THE PENARTH DOCKS.

Mr. Samuel Thomas has been associated with the Dock since 1866, the year after it was opened. Entering the service of the Company when he was thirteen years of age, he steadily improved his position, and his long and varied experience in the several departments of dock working has proved of great value to the Company. After holding for many years the position of Collector of Dock Dues, he was appointed Superintendent of the Dock and Dock Master in 1894.

COAL SHIPPING APPLIANCES.

In the designing of mechanical appliances for the shipment of coal, the Management of the Taff Vale Railway Company has always given predominant consideration to the problem of combining a minimum of breakage of coal during loading operations with a maximum despatch in its shipment. How admirably they have succeeded is shown in the Dock's remarkable trade record. The present total number of coal tipping appliances is 21, of which 15 are situated on the Dock itself, and six on the basin.

For very many years the original tips fairly adequately met the requirements of the Dock, but the rapid development of the South Wales Coalfield rendered expansion absolutely necessary; and from the early nineties up to the present time the shipping facilities have undergone constant improvement, the majority of the tips having been erected in recent years.

Three of these fixed coal tips (high-level), erected on the Dock by Messrs. Armstrong & Co., marked a great advance on the old order. Capable of dealing at a high speed with wagons of a gross weight of 22 tons, they can tip at any height between 3 and 37 feet above the quay-level, or 47 feet above the water-level, when there is 32 feet depth on the dock sill. Like the others, they are worked by hydraulic power, and each is equipped with a two-ton anti-breakage crane, double screens, and movable shutes. A still more notable piece of enterprise, however, was the construction, in 1899–1900, of the four movable tips on the north side of the basin, which



MR. SAMUEL THOMAS
Superintendent and Dock Master of Penarth Dock.



COAL TIP AT TOP OF PENARTH DOCK.

when constructed represented the last word in the application—so far as it concerned the coal trade—of scientific knowledge to the practical purposes of rapid shipment. Built of steel, these tips were designed to fulfil the following requirements : To lift a loaded wagon of 25 tons gross weight 45 feet above the quay, to tip the contents of the wagon into the shute, return the wagon to the quay level, and run it off the cradle within thirty seconds. In actual use these conditions are fulfilled, and in the four tips, capable as they are of being brought into service simultaneously in the loading of a single vessel, the Penarth Docks possess one of their greatest assets They are direct-acting hoists designed to deal with wagons of a gross weight of 25 tons, whilst the cradle, carrying a loaded ten-ton wagon, can travel at 180 feet per minute ; wagons can be tipped at any height between 4 and 45 feet above the quay level, or 55 feet above water level when there is 32 feet of water on the sill. Ordinarily 24 feet long, the tip shutes can be extended to 34 feet, and to minimise breakage of coal, they can be adjusted easily to any height or angle ; whilst they are also fitted with double wings, which facilitate the trimming and the " boxing " of the coal. Two cranes, one of 8 and another of 4 tons capacity, are fixed on each tip. The tips are carried on 8 wheels with cast steel centres and steel tyres, and can be removed into any position along the quay wall by means of a four cylinder engine fixed at one end of the quay and a wire rope passing through brackets under the tips and over a drum on the engine. A gridiron or raised platform is fixed behind the tips, and against this the four traversers work ; a full and empty road is provided for each traverser, and turn-tables on the traversers enable the wagons to be brought on and returned from the roads leading on to the cradle. The sidings serving these tips are so arranged that coal mixing may be expeditiously performed, and as they have been constructed with a slight rising gradient to the centre and a falling gradient thence to the tips, a whole train of loaded wagons, holding from 2,000 to 2,500 tons, may be manipulated without the aid of any locomotive power. The effectiveness of these tips in the most important matter of despatch may be judged from the fact that one vessel of 2,115 tons dead weight has arrived, loaded, and left on one tide, in the phenomenally short period of 1 hour 55 minutes, that another vessel of 4,000 tons has

been loaded in 3 hours 40 minutes, and that it is of common occurrence for 2,000 tonners to be loaded and despatched on the tide of arrival. In 1907 over a million tons, out of a total of 4½ millions, was shipped at these tips alone.

Of a still more recent date are the four tips, the construction of which was commenced in 1905, and completed in 1906, by Messrs. Tannet, Walker & Company. Two of these (Nos. 8 and 13), built on the south side, are fixed, and two built on the north side are movable. They are steel structures, with four upright columns standing on two base girders resting on the quay wall, and there is a top deck, eight diagonal decks and two intermediate decks. As in the case with the basin tips just described, each of these newer tips is provided on the top with an 8-ton and a 4-ton crane, and the point of the shute, which is suspended on wire ropes, is raised by two hydraulic engines placed on the top deck. The wagons are brought to the fixed tips on a high-level road, and with a dock water-depth of 32 feet they can be tipped at a height of 57 feet above the water level. The speed of the cradle is 180 feet per minute on the up and down stroke. The two movable tips, which are of identical design, are carried on eight wheels 3 feet in diameter, and can be moved 200 feet along the quay. The arrangement for bringing the wagons to these tips is similar to that adopted for the basin tips.

ANTI-BREAKAGE COAL BOXES.

The anti-breakage coal-box in use at the Penarth Docks is one patented by Mr. Samuel Thomas, and has a holding capacity up to 2½ tons. Its mode of operation is as follows :—A trip-wire is attached to one side of the box and to the jib of the crane. When the box is lowered into the hold of the ship and the wire becomes taut, the box opens and allows the coal to drop out. As the box is raised and the wire becomes slack, the box closes automatically, and remains closed when the coal is tipped into it.

The high-pressure valves used in the regulation of the hydraulic pressure in working the tips at the Penarth Docks were invented by Mr. T. Hurry Riches and Mr. H. F. Golding, and the success which attended their adoption led to the installation of operating

valves of the same design on the tips erected by Messrs. Tannet, Walker & Co.

The pumping plant for the coal-tipping appliances consists of four pairs of compound surface-condensing engines, built by Messrs. Tannet, Walker & Co. Steam at 130 lbs. pressure is provided by six Lancashire boilers, and the engines are capable of delivering 1,950 gallons of water per minute at a pressure of 750 lbs. per square inch.



TAFF VALE RAILWAY. STEAM MOTOR CAR.

NEW TIPS.

The Taff Vale Railway Company have under consideration the construction and erection of two movable high-level hydraulic coaling tips on the south side of the Penarth Dock Basin, in substitution for the present two fixed high-level tips.

These new tips will be of the latest design and specially adapted for giving the quickest despatch in the shipment of coal, and will enable the bunkering of the largest class of steamer frequenting the port to be effected with the utmost facility.

Extensive sidings will be provided with sufficient accommodation for the storage and mixing of full coal cargoes, and the sorting and marshalling of empty wagons in return order for colliery destination.

MR. T. HURRY RICHES.

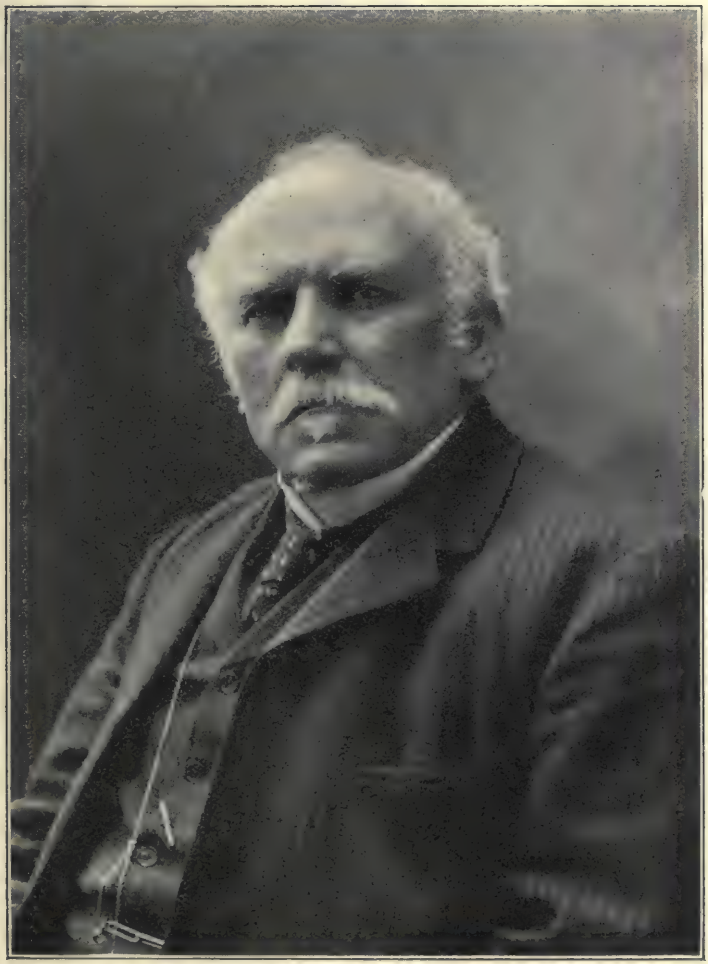
The excellence of the shipping appliances at the Penarth Docks is due largely to the great engineering skill of Mr. T. Hurry Riches, M.I.C.E., J.P., the Locomotive, Carriage and Wagon Superintendent of the Taff Vale Company. Mr. Riches received his training in the Locomotive Works of the Taff Vale Railway Company, which he joined in 1863. Following the completion of his apprenticeship in 1868, he added to his experience by work at sea, and spent some years in obtaining a varied experience of engineering. He twice won the Whitworth Scholarship, and in 1871 re-entered the service of the Taff Vale Company. In 1872 he was appointed Locomotive Superintendent, and has held this important post for thirty-five years, during which period the Taff Vale Yard has become known as one of the best locomotive building training grounds in the country. One of the leading authorities of locomotive construction in the United Kingdom, Mr. Riches has occupied the position of President of the Association of Locomotive, Carriage and Waggon Superintendents of the United Kingdom, and of the South Wales Institute of Engineers. In 1907 he was made President of the Institution of Mechanical Engineers, a position which counts amongst its previous occupants such names as Stephenson, Fairburn, Whitworth, and Lowthian Bell. In 1908 he received the signal honour of re-election; and in the same year was appointed President of the Mechanical Engineering Section of the Franco-British Exhibition.

THE LIGHTING OF PENARTH DOCK.

The Dock is electrically lighted, the generating station being situated near the fine red brick hydraulic engine-house on the south side of the dock.

THE DOCK OFFICES.

The Dock Offices are situated near the Entrance Lock, and adjacent are the Custom House, Postal, Telegraph and Mercantile Marine Offices. Close by, commanding a fine sea view, is the Penarth Hotel, built by the Company, and accessible to and from the dock by a private road. The fire station is also situated near the entrance,



MR. T. HURRY RICHES
Locomotive Superintendent of the Taff Vale Railway.



and besides the usual extinguishing appliances, its equipment includes a powerful steam motor engine owned by the Penarth Urban District Council. The Company's tug "Primrose" is fitted with one of the most powerful fire engines in the Channel, and a well-drilled fire brigade has been organized from members of the Company's dock staff. As part and parcel of the Taff Vale Railway system, with connections with the Great Western main South Wales line at Cardiff, the dock is in direct communication with all parts of the country, whilst a subway constructed under the Ely Tidal Harbour shortens the distance to Cardiff by a mile.

PROPOSED PONTOON.

For the purpose of providing better and more extensive facilities for the repair of vessels frequenting Penarth Dock, it is proposed to instal, at the western end of the Dock, a floating pontoon of sufficient capacity to take the largest class of steamer frequenting the dock.

An Act has been obtained in the present session for the purpose of confirming an agreement entered into with the Penarth Shipbuilding and Ship Repairing Company, who will provide and work the pontoon dock in connection with their existing slipway undertaking.

The necessary workshop accommodation will be erected upon the land to the west of the pontoon.

The arrangement entered into will enable the Taff Vale Company to provide two additional lines of rails along the north side of the Dock leading to the Four-Tip Berth on the north side of the Basin. This will enable these tips to be supplied with wagons quite independently of the two tips on the north-east corner of the Dock, and will afford considerable additional facilities for the quick delivery of coal in addition to providing additional accommodation for the storage of wagons.

THE TAFF VALE COMPANY AND THE FUTURE.

The wondrous growth in population and industry in the Valleys of South Wales during the past half century shows no signs of slackening, whilst the consumption of the famous Welsh Smokeless

Steam Coal is ever expanding, and new collieries are being sunk, and extensions of existing collieries are in progress, to meet the prospective demand. Within the past few years millions have been spent in improved plant and machinery designed to facilitate and increase the production of the mines in the area which the Taff Vale Railway serves. With an inevitable development of traffic in prospect, the Directors and Management of the Taff Vale Railway have made, and are making, full preparations to deal with it. The improvements already effected in Penarth Dock are to be followed by further extensions, both in the lines and sidings for handling, and in the machinery and tipping appliances for shipping, the coal. The railways of the Company and the railway stock, both for goods and passengers, have been subjected to a similar process of modernization. The net revenue has for many years been largely in excess of the amounts distributed as dividends, with the result that the financial stability of the Taff Vale Company is exceptional amongst British railways. The highest dividend paid in the country, with strong financial reserves, with permanent ways, rolling stock, docks, and equipment thoroughly up to date, prepared for and capable of handling the heavy increase in traffic which is bound to come, and with a management which has so brilliantly proved its ability to guide the affairs of the undertaking, the Taff Vale Railway Company is assured of a prolonged future of increasing prosperity.

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

CHARTER PARTIES AND COLLIERY GUARANTEES.

STEAMSHIP CHARTERS.

Three varieties of Steamship Charter Party are used in connection with the transport of South Wales and Monmouthshire Coal, according to destination, viz. :—

1.—English Coasting, used for Ports in the United Kingdom and Channel Islands.

2.—North French, used for the North French Range, viz. : Hamburg to Brest, inclusive.

3.—Chamber of Shipping Welsh Charter, 1896, used for all Ports other than those included above.

The following are the forms of Charter Party.

ENGLISH COASTING.

Form of Charter Party for Steamer carrying Coal from South Wales to Ports in the United Kingdom and Channel Islands :—

Steam.

—

Charter Party.

English Coasting. Cardiff, Newport and Swansea.....

It is this day mutually agreed between.....
of the good Screw Steamer called the.....of the burthen of .....Tons, Net Register, and.....Tons Cargo or thereabouts, having.....holds, of the following approximate dimensions, in tons.....respectively, now.....and expected ready to load .....
(but time for loading not to commence before 9 a.m. on the date of expected readiness unless otherwise mutually arranged), and.....
.....
Shippers and Charterers ; that the said Steamer, hereby guaranteed by the owners tight, staunch, strong, efficiently ventilated, and in every way fitted for the Voyage, shall with all possible speed proceed light to the QUEEN'S DOCK, ROATH BASIN or ROATH, EAST, WEST, PENARTH or BARRY DOCK, CARDIFF, or ALEXANDRA DOCK, NEWPORT, MON., or PRINCES, NORTH, or SOUTH DOCK, SWANSEA.....
.....
(but should she not arrive there, and be ready to load before.....
or in case of misrepresentation of her position, size, or condition, Charterers to have the option of cancelling this Charter, option to be declared on notice of readiness being given) ; and there in such dock as ordered by Shippers, subject to said warranty, load in the customary manner from the Agents of the said Charterers a Cargo of.....Coal, not exceeding.....Tons,

not exceeding what she may reasonably stow and carry over and above her Tackle, Apparel, Provisions, Bunker Coal, and Furniture; and being so loaded, the Vessel shall therewith, without delay, proceed under steam to.....
.....and there deliver the same where and as directed by the Consignee.

The Freight to be at and after the rate of..... per ton of 20 cwt., delivered and weighed as customary, Steamer paying Pilotage, Primage, Pierage, Trimming, Stowage, Wharfage, Harbour Tolls, and all Port Charges whatsoever. Should Steamer be sent into Dock at London, Consignee to pay Dock Dues except at Regent's Canal.....

Steamer not to be responsible for any alleged short delivery provided that all Cargo taken on board be delivered, Captain and Officers to make an affidavit to such effect if required by Charterers or Consignee.

Cargo to be brought and taken from alongside free of expense and risk to the Steamer, according to the respective customs of the loading and discharging ports.

The Act of God, Perils of the Sea, Fire, Barratry of the Master and Crew, Enemies, Pirates and Robbers, Arrests and Restraints of Princes, Rulers and People, and other Accidents of Navigation excepted. Strandings and Collisions, and all Losses and Damages occasioned thereby, are also excepted, even when occasioned by negligence, default or error in judgment of the Pilots, Masters, Mariners, or other Servants of the Shipowners, or by causes other than those above excepted, and all the above exceptions are conditional on the vessel being seaworthy when she sails on the voyage, but any latent defect in the machinery or hull shall not be considered unseaworthiness, provided the same do not result from want of due diligence by the Owners, or any of them, or the Ship's Husband or Manager.

The FREIGHT to be paid in Cash, on right and true delivery of the Cargo. One-third advance to be made (if required), less 2½ per cent for all charges. Charterer's account for Trimming, etc., to be paid on signing Bills of Lading, or Charterers to have the right of deducting the amount from the freight, plus 3 per cent Interest and Insurance.

CARGO to be loaded in and discharged in running hours, from the time between 9 a.m. and 5 p.m., and on Saturday between 9 a.m. and 1 p.m., of rendering to the Charterers and Consignee respectively true written notice of the Steamer's readiness in all holds to load and unload. Time from Saturdays 5 p.m., to Mondays 7 a.m., Sundays, Custom House Holidays, time after 5 p.m. on the day previous to any Bank, Custom House, or other Holiday until 7 a.m. the day after such Holiday, time occupied in loading Bunkers, shifting, any Sunday or Public Holiday, Colliery Holiday, or any day on which there shall be any unavoidable hindrance in getting the Cargo to or from the Vessel, or any interruption of work wholly or partial at the Colliery or Collieries at which Vessel is stemmed, or at the docks, or on any Railway or Canal, or of other work in loading or discharging, through stoppage, strike, lock-out, dismissal of or dispute with workmen, or by reason of accidents, floods, frost, or storms, or any other cause beyond the control of the Shippers or Consignee, not to be computed as loading or discharging time, and no liability to accrue in respect thereof unless used. And it is further provided that at the termination of any strike, lock-out, or stoppage, steamer must take its turn for loading, and time to count from beginning of such turn only. Charterers to have the option of averaging the above loading and discharging hours. Charterers and Consignee respectively to have the option of loading and discharging on Sundays, and/or Holidays, and/or during other excepted time, one-half of the time so occupied to count. CHARTERERS to be advised of departure from last port at least twenty-four hours before arriving at loading port.

STEAMSHIP CHARTERS.

Any hours on demurrage to be paid at the rate of..... per hour, and half this rate to be paid by the Steamer for every hour saved in loading and unloading.

The Captain or Agents, within 24 hours after completion of Loading, shall call at the Shippers' Office and there sign Charterers' Bills of Lading as presented for weight as per Dock or Railway Company's return, or in default, the Owners shall pay the Charterers the sum of £10 as liquidated damages.

Steamer to take on board at Port of Loading all bunker coals necessary for the voyage, which are to be supplied by CHARTERERS, Steamer paying.... per ton net cash OWNERS they paying Charterers.....per ton on quantity shipped, on signing Bills of Lading, or in default Three Shillings per ton to be paid as liquidated damages.

Shippers to have the option of employing their own Trimmers, the Steamer paying the tariff rate of the port, but Shippers shall not be liable for the acts, neglects, or defaults of the said Trimmers. The Consignee to have the option of employing his own men to discharge the cargo, at Steamer's expense, the amount not to exceed.....per ton, Steamer giving use of steam Winches, Winchmen, and Gear.

The Steamer to be Cleared out at Port of Loading, by.....

CUSTOM HOUSE business at Port of Discharge to be done by Charterers' Agent, at usual charge.

The Commission of 2½ per cent on the amount of Freight is due on signing this Charter to.....

Charterers to have the right of re-chartering the Steamer at any rate of Freight, without prejudice to this Charter.

It is agreed that all liability of.....under this Charter shall cease in every respect as soon as the cargo is shipped, advance of Freight and loading demurrage, if any, paid, notwithstanding that they have sold, or may sell at a price to cover cost, Freight and Insurance, the Owners of the Vessel agreeing to look for payment solely to the person holding the Bill of Lading at Port of Destination, and to their lien on the Cargo, which is hereby agreed shall extend to Freight, Dead-freight, or Demurrage.

Penalty for non-performance of this Agreement, proved damages, not exceeding estimated amount of Freight.

STEAMSHIP CHARTERS.

NORTH FRENCH.

Form of Charter Party for Steamers conveying Coal from South Wales and Monmouthshire to Ports in the North French range from Hamburg to Brest (inclusive) :—

STEAM.

—

Charter Party.

NORTH FRENCH. CARDIFF, NEWPORT, SWANSEA.....

It is this day mutually agreed BETWEEN.....
.....of the good Screw Steamer called the.....
of the burthen of.....Tons, Net Register, and.....Tons Cargo or thereabouts, having.....holds, of the following approximate dimensions, in tons.....respectively, now.....
and expected ready to load.....
(but time for loading not to commence before 9 a.m. on the date of expected readiness unless otherwise mutually arranged), and.....
.....
Shippers and Charterers. That the said Steamer, hereby guaranteed by the owners tight, staunch, strong, efficiently ventilated, and in every way fitted to load Welsh Steam Coal and for the Voyage, shall with all possible speed proceed light to the QUEEN'S DOCK, ROATH BASIN, or ROATH, EAST, WEST, PENARTH, or BARRY DOCK, CARDIFF, PORT TALBOT DOCK, or ALEXANDRA DOCK, NEWPORT, MON., or PRINCES, NORTH, or SOUTH DOCK, SWANSEA, at Shippers' option (but should she not arrive there, and be ready to load before.....or in case of misrepresentation of her position, size, or condition, Charterers to have the option of cancelling this Charter without prejudice to any claim for damages on account of wilful misrepresentation which they would otherwise have, option to be declared on notice of readiness being given) ; and there in such dock as ordered by Charterers, subject to said warranty, load in the customary manner, from the Agents of the said Charterers, a Cargo of

not exceeding Tons, not exceeding what she may reasonably stow and carry over and above her Tackle, Apparel, Provisions, Bunker Coal, and Furniture ; and being so loaded, the Steamer shall therewith, without delay, proceed under steam to or so near thereunto as she may safely get, always afloat, and there deliver the same into Lighters, Hulks, Floating Depot, Vessels, or alongside any Arsenal, Wharf, or Pier, as may be directed by the Consignee. The Freight to be at and after the rate of .....per ton of 20 cwt., or 1,015 kilogrammes delivered, or on intake weight less 1½ per cent, at Consignee's option ; such option to be declared before commencing to discharge, Steamer paying all Port Charges, Pilotages, Primage, Pierage, Trimming, Stowage, Wharfage, Harbour Tolls, Consulages, Dues, etc.

CHARTERERS to have the option of shipping about.....
tons of.....Patent Fuel, paying.....

STEAMSHIP CHARTERS.

Steamer not to be responsible for any alleged short delivery provided that all Cargo taken on board be delivered, Captain and Officers to make an affidavit to such effect, if required by Charterers or Consignee.

Cargo to be brought and taken from alongside free of expense and risk to Steamer, according to the respective customs and laws of the loading and discharging ports. Any dispute arising at Port of Discharge to be settled there according to French law.

The Act of God, Perils of the Sea, Fire, Barratry of the Master and Crew, Enemies, Pirates and Robbers, Arrests and Restraints of Princes, Rulers and People, and other Accidents of Navigation excepted. Strandings and Collisions, and all Losses and Damages occasioned thereby, are also excepted, even when occasioned by negligence, default, or error in judgment of the Pilots, Masters, Mariners, or other Servants of the Shipowners, or by causes other than those above excepted, and all the above exceptions are conditional on the vessel being seaworthy when she sails on the voyage, but any latent defect in the machinery or hull shall not be considered unseaworthiness provided the same do not result from want of due diligence of the Owners, or any of them, or the Ship's Husband or Manager.

The FREIGHT to be paid in Cash, less 2 per cent discount, on right and true delivery of the Cargo. One-third advance to be made (if required) less 2½ per cent for interest and insurance. All trimming charges, despatch money, cost of or fittage on Bunker Coals, Charterers' share of the Brokerage, etc., shall be deemed to be cash advanced on account of freight, and be subject to 3 per cent Interest and Insurance, or settled for on Signing Bills of Lading. DISBURSEMENTS and Advances at Port of Discharge are to be calculated at the exchange of 25 francs per £ sterling, and to be deducted from Freight.

CHARTERERS to be advised of departure from last Port at least twenty-four hours before arrival at Loading Port.

Cargo to be loaded in
from the time between 9 a.m. and 5 p.m., and on Saturday between 9 a.m. and 1 p.m., of rendering to the Charterers true written notice of the Steamer's readiness in all holds to load. Time between 5 p.m. and 9 a.m. and on Saturday between 1 p.m. and 5 p.m. (unless true notice be previously given as above), time from Saturday 5 p.m. to Monday 7 a.m., time after 5 p.m. on the day previous to any Bank, Custom House or other Holiday until 7 a.m. on the day (not being a Sunday) after such Holiday, time occupied in bunkering and shifting, time lost by reason of unavoidable hindrance in getting the said Cargo to the Steamer, or by reason of interruption of work, complete or partial, at the Colliery or Collieries with which Steamer may be stemmed, or at the Docks or on any Railway or Canal, or of other work, also through stoppage, strike, lock-out, dismissal of or dispute with workmen, accidents, floods, frosts or storms, or any other cause beyond the control of the Charterers, not to count unless used. At the termination of any strike, lock-out, or stoppage, Steamer must take its turn for loading, and time to count from beginning of such term only.

Cargo to be discharged in
from the time between 9 a.m. and 5 p.m., and on Saturday between 9 a.m. and 1 p.m. of rendering to the Consignee true written notice of the Steamer's readiness in all holds to unload after having been cleared at the Custom House at port of discharge as customary. Time from Saturday 5 p.m. to Monday 7 a.m., and from 5 p.m. on the day previous to any Holiday or Fete-day until 7 a.m. on the day (not being a Sunday) after such Holiday or Fete-day, time lost through strikes, accidents, lock-out, dismissal of or dispute with workmen, weather, or any other cause beyond the control of the Consignee not to count unless used.

STEAMSHIP CHARTERS.

CHARTERERS to have the option of averaging the above loading and discharging hours. Charterers and Consignees respectively to have the option of loading and discharging on Sundays, and/or Holidays, and/or Fete Days, and/or during other excepted time, one-half of the time so occupied to count.

Any hours on demurrage to be paid at the rate of.....per hour, and half this rate to be paid by the Steamer for every hour saved in loading and unloading.

The Captain or Agents, within 24 hours after completion of loading, shall call at the Shipper's Office and there sign Charterers' Bills of Lading as presented for weight as per Dock, Railway, or Fuel Company's return, or in default the Owners shall pay the Charterers the sum of £50 as liquidated damages.

Any extra duty which may be levied in consequence of the vessel not being British, to be borne by the owners.

Steamer to take on board at Port of Loading all Bunker Coal required, not less than the quantity required for the voyage out and back to the next loading Port, which are to be supplied by Charterers, Steamer paying.....per ton net cash, Owners they paying Charterers.....per ton fittage on same, on signing Bills of Lading. Bunker Coal to be kept separate from Cargo by bulkhead.

Shippers to have the option of employing their own Trimmers, the Steamer paying the tariff rate of the port, but Shippers shall not be liable for the acts, neglects or defaults of the said Trimmers.

The Consignee to have the option of employing his own men to discharge the Cargo, at Steamer's expense, the amount not to exceed one franc per French ton, Steamer giving use of Steam Winches and Winchmen. Any charge for hire of gear to be paid by Steamer.

The Steamer to be Cleared out at Port of Loading by.....

CUSTOM HOUSE business at Port of Discharge to be done by Charterers' Agent, at usual charge.

The Brokerage of 5 per cent on the amount of Freight is due on signing this Charter to.....

Charterers to have the right of re-chartering the Steamer at any rate of Freight, without prejudice to this Charter.

Any claim for Average to be settled according to York-Antwerp Rules, 1890.

It is agreed that all liability of.....under this Charter shall cease in every respect as soon as the Cargo is shipped, advance of Freight and Loading Demurrage, if any, paid, notwithstanding that they have sold, or may sell at a price to cover Cost, Freight, and Insurance, the Owners of the Vessel agreeing to look for payment solely to the person holding the Bill of Lading at Port of Destination, and to their lien on the Cargo, which it is hereby agreed shall extend to Freight, Demurrage, and all Damages.

Penalty for non-performance of this Agreement, proved damages not exceeding estimated amount of Freight.

STEAMSHIP CHARTERS.

WELSH COAL CHARTER.

Form of Charter Party used for Steamers conveying Coal from South Wales and Monmouthshire to all Ports other than those included under the North French and Coasting Charters. Variations for certain Ports are given at the foot of each page.

CHAMBER OF SHIPPING WELSH COAL CHARTER, 1896.

.....190

It is this day mutually agreed between.....
Owner of the good Screw-Steamer called the.....classed .....of.....tons net register.....tons dead-weight, exclusive of bunkers, or thereabouts.....
Master, now.....and expected ready to load about .....and.....as Agents for the.... Charterers.

1. THAT the said Steamer being tight, staunch, and strong, and every way fitted for the Voyage, shall, with all possible dispatch, sail and proceed to .....and there load, always afloat, in the customary manner, from the Charterers, in such Dock as may be ordered by them on or before arrival in.....Roads..... a full and complete Cargo of.....Coal not exceeding .....tons, nor less than..... tons, and not exceeding what she can reasonably stow and carry, over and above her Tackle, Apparel, Provisions, and Furniture; and being so loaded, shall therewith proceed, with all possible dispatch, to.....or so near thereunto as she can safely get, and there deliver her Cargo alongside any Wharf, and/or Vessel, and/or Craft, as ordered, where she can safely deliver always afloat (*a*), but if required to shift, the expense of so doing to be paid by Consignees, and the time to count; on being paid Freight at the rate of .....per ton of 20 cwts. or 1,015 kilos delivered, or on Bill of Lading quantity less 2 per cent, at Receiver's option, to be declared in writing before bulk is broken. If the Receiver should elect to weigh the Cargo at the port of destination, the weighing shall be done (by an official weigher) at his expense; the Owner may provide a check weigher at Steamer's expense. Should any deficiency be alleged on the authority of such weighing, it shall affect the freight only, from which no deduction shall be made for alleged shortage of cargo, any custom of the port of discharge notwithstanding, but the Owner shall furnish, if required, a Statutory Declaration by the Master and other officers that all the Cargo received on board has been delivered. The freight is in full of Trimming, and of all Port Charges, Pilotages, and Consulages on the Vessel. All Wharfage dues on the cargo to be paid by the Charterers.

2. A sailing telegram to be sent to the Charterers on Steamer leaving her last port, or in default twenty-four hours more to be allowed for loading.

3. The cargo to be loaded in.....running hours (excluding Bunkering time, Sundays, Custom House, Colliery, and Local Holidays, Easter Monday and Tuesday, Whit Monday and Tuesday, and three days following Christmas Day, and from 5 p.m. on Saturdays or the day previous to any such

---

(*a*) In Charters for the River Plate, and some other Ports, the words "always afloat" are deleted.

Holiday, to 7 a.m. on Monday or the day after such holiday unless used) commencing when written notice is given of Steamer being completely discharged of inward cargo and ballast in all her holds and ready to load, such notice to be given between business hours of 9 a.m. and 5 p.m., or 1 p.m. on Saturdays. Any time lost through riots, strikes, lock-outs, or any dispute between masters and men occasioning a stoppage of pitmen, trimmers, or other hands connected with the working or delivery of the coal for which the Steamer is stemmed; or by reason of accidents to mines or machinery, obstructions on the Railway or in the Docks; or by reason of floods, frosts, fogs, storms, or any cause beyond the control of the Charterers, not to be computed as part of the loading time (unless any cargo be actually loaded during such time). In the event of any stoppage or stoppages arising from any of these causes continuing for the period of six running days from the time of the vessel being ready to load, this Charter shall become null and void, provided, however, that no Cargo shall have been shipped on board the Steamer previous to such stoppage or stoppages. In case of partial holiday or partial stoppage of Colliery or Collieries from any or either of the aforenamed causes, the lay hours to be extended proportionately to the diminution of the output arising from such partial holiday or stoppage. If longer detained, Charterers to pay Sixteen Shillings and Eightpence per running hour demurrage. No deduction of time shall be allowed for stoppages unless due notice be given at the time to the Master or Owner. Any question arising under this Clause shall be referred to a Committee consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree, the decision of an Umpire selected by them shall be final.

4. The Cargo to be trimmed by men appointed by the Charterers at the tariff rate of the Port.

5. Bunker Coals to be kept properly separated from Cargo to Charterers' satisfaction at the Steamer's expense, and the quantity to be endorsed on the Bills of Lading. If any Cargo is carried in a hold communicating directly with the Stokeholds, the doors to be securely fastened on the Cargo side.

6. The Bills of Lading shall be prepared in accordance with the Dock or Railway weight in the form endorsed on this Charter, and shall be signed by the Master, Agent or Owner, weight unknown, freight and all conditions as per this Charter, such Bills of Lading to be signed at the Charterers' or Shipper's Office within twenty-four hours after the Steamer is loaded.

7. The Act of God, the King's Enemies, Restraints of Princes and Rulers, and Perils of the Sea excepted. Also Fire, Barratry of the Master and Crew, Pirates, Collisions, Strandings and Accidents of Navigation, or latent defects in or accidents to Hull, and/or Machinery, and/or Boilers, always excepted, even when occasioned by the negligence, default, or error in judgment of the Pilot, Master, Mariners, or other persons employed by the Shipowner, or for whose acts he is responsible, not resulting, however, in any case from want of due diligence by the Owner of the Ship, or by the Ship's Husband or Manager. Charterers not answerable for any negligence, default, or error in judgment of Trimmers, or Stevedores employed in loading or discharging the Cargo. The Steamer has liberty to call at any Ports in any order, to sail without Pilots, to tow and assist vessels in distress, and to deviate for the purpose of saving life or property.

STEAMSHIP CHARTERS.

8. The Cargo to be taken from alongside by Consignees at port of discharge free of expense and risk to the Steamer, at an average rate of.....tons per day, weather permitting, Sundays and holidays excepted, provided Steamer can deliver it at this rate: if longer detained, Consignees to pay Steamer demurrage at the rate of fourpence per net register ton per running day (or *pro rata* for part thereof). Time to commence when Steamer is ready to unload and written notice given, whether in berth or not. In case of strikes, lock-outs, civil commotions, or any other causes or accidents beyond the control of the Consignees, which prevents or delays the discharging, such time is not to count, unless the Steamer is already on demurrage. Consignees to effect the discharge of the Cargo, Steamer paying (*b*).....per ton of 20 cwts. or 1,015 kilos, and providing only steam, steam-winches, winchmen, gins and falls.

9 (*c*). The FREIGHT to be paid.....required by the Owner, on signing Bills of Lading (Ship lost or not lost), in Cash, less.....per cent for Insurance and Interest (the Owner or his Agent giving Charterers or Shippers written notice before the steamer commences loading if any advance freight is required), and the remainder on right delivery of the Cargo, in sufficient cash for Steamer's ordinary disbursements at current exchange, and the balance (unless otherwise arranged between the Owners and Charterers) by a good and approved Bill on London at three months' date, or in Cash equal thereto at Captain's option. The receivers of the Cargo to be bound to pay the freight on account during delivery, if required by the Captain. The Charterers' account at port of loading to be paid when rendered, otherwise the Charterers may deduct it on settlement of freight at port of destination (together with a charge of 3 per cent to cover all charges, including Insurance and Interest) (*d*).

10. The Steamer to be free of address at Port of Discharge, but to pay the usual Commission of 2 per cent on the amount of Freight on signing Bills of Lading.

11. In case of Average, the same to be settled according to the York-Antwerp Rules, 1890, and as if the Vessel were British. Should the Vessel put into any Port or Ports leaky or with damage, the Captain or Owner shall without delay inform the Charterers thereof.

12. Loading hours not to commence before 9 a.m. on..... and if Ship be not ready in loading dock as ordered before 9 a.m. on..... or if any wilful misrepresentation be made respecting the size, position, or state of the Steamer, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given.

13. The liability of.....shall cease as soon as the Cargo is shipped, and the advance of Freight, Dead Freight, and Demurrage in Loading (if any) are paid, the Owner having a lien on the Cargo for Freight, Demurrage, and Average.

(*b*) In Charters for Las Palmas, Teneriffe, and Madeira, this reads :—"Steamers paying one "shilling and threepence per ton of 20 cwts. or 1,015 kilos, *which is to include Port and "Tonnage Dues*, and providing only steam, steam-winches, winchmen, gins and falls."

(*c*) This Clause is continually varied. In Danube Charters the words are added at the end of the clause :—"*If the Captain elects to take freight in cash, same is to be taken at the exchange "of 25 francs to the £ sterling, less 1¼ per cent. discount.*"

(*d*) In the Charters for many Spanish Ports words are added stating whether the freight does or does not include the Transport Tax and Harbour Dues,

14. Penalty for non-performance of this Agreement, proved damages, not exceeding the estimated amount of Freight.

15 The Brokerage of 5 per cent is due to ..... on the Cargo being loaded.

(e).

Witness to the Signature of

.....

Witness to the Signature of

.....

(e) In Danube and Plate Charters the following clause is added :—"*Clause* 16. *Any lightage which may be necessary to enable Steamer to reach her Port of discharge to be at the Steamer's expense, but at the risk of charterers and consignees.*"

Bill of Lading.

The following is endorsed on the Welsh Coal Charter as the Bill of Lading to be used in the case of Steamers chartered on that form :—

CARGO.

.....Tons in hold
.....Tons in ,,
.....Tons in ,,
.....Tons in ,,

Total Tons.

Coals on Board for Ship's Use Independent of Cargo.

.....Tons in.....
.....Tons in.....
.....Tons in Bunkers.
.....Tons in Bunkers on Arrival.

Total Tons.

Received on account of Freight .....
Pounds.....Shillings and.....Pence, on which. Insurance and interest have been paid.

£ : :

Shipped in good order and condition by.....
of.....in and upon the good Steam Ship called the .....whereof.....
is Master for this present Voyage and bound for.....

with liberty to call at any ports, in any order, to sail without Pilots, and to tow and assist vessels in distress, and to deviate for the purpose of saving life or property ;

.....
.....

which are to be delivered in the like good order and condition at the said Port of.....

The Act of God the King's Enemies, Restraint of Princes and Rulers, Perils of the Seas excepted. Also Fire, Barratry of the Master and Crew, Pirates, Collisions, Strandings, and Accidents of Navigation, or latent defects, in, or accidents to, Hull and or Machinery, and or Boilers always excepted, even when occasioned by the negligence, default or error in judgment of the Pilot, Master, Mariners, or other Persons employed by the Shipowner, or for whose Acts he is responsible, not resulting, however, in any case from want of due diligence by the Owner of the Ship, or by the Ship's Husband or Manager.

unto.....
or.....Assigns he or they paying Freight for the same as per Charter Party dated.....190.....all the terms and exceptions contained in which Charter are herewith incorporated.

General average payable according to York-Antwerp Rules, 1890.

In Witness whereof the Master or Agent of the said Ship hath signed.....Bills of Lading all of this tenor and date, drawn as a set consecutively numbered, any one of which being accomplished, the others to be void.

.....190.....

WEIGHT UNKNOWN

SAILER CHARTERS.

COASTWISE.

The following is a common form of Charter Party for Sailing Ships conveying Coal coastwise :—

Charter Party.

CARDIFF, NEWPORT, SWANSEA,.....190....

It is this day mutually agreed between.....
of the good Ship or Vessel called the.....
of.....of the measurement of.....Register Tons, or
thereabouts now in the Port of.....and.....
Agents for Merchants.....
.....
.....
That the said Ship being tight, staunch, and strong, and every way fitted for the Voyage, shall with all convenient speed, sail and proceed to the.....
.....
or so near thereunto as she may safely get, and there load as tendered, a full and complete Cargo of.....COALS.....
say about.....tons.....
.....
.....
Not exceeding what she can reasonably stow and carry over and above her Tackle, Apparel, Provisions, and Furniture; and being so loaded, shall therewith proceed to .....
.....
.....
or so near thereunto as she may safely get and deliver the same, alongside any quay, craft, steam vessel, floating depot, wharf or pier, store or depot, as ordered, on being paid freight at and after the rate of.....Shillings.....
.....Pence, British Sterling per ton of 20 cwt. delivered.....
.....
.....
Sufficient Cash to be advanced on signing Bills of Lading for Ship's ordinary disbursements, if required, less Interest and Insurance of 2½ per cent.

The Ship paying Trimming, Wharfage and Steaming as customary.

The Vessel to be reported and cleared at the Custom House.....by .....Ship Brokers, or their Agents at the Ports of Loading and Discharge. Cargo to be brought to and taken from alongside at Merchant's risk and expense. (The Act of God, perils of the sea, fire, barratry of the Master or Crew, enemies, pirates, thieves, arrests and restraints of princes, rulers, and people, collisions, strandings, and other accidents of navigation excepted, even when occasioned by negligence, default, or error in judgment of the Pilot, Master Mariners, or other servants of the Shipowners).

The Vessel has liberty to call at any ports in any order, to sail without pilots, and to tow and assist vessels in distress, and to deviate for the purpose of saving life and property.

The Freight to be paid in Cash free of commission on completion of right and true delivery of the Cargo. The Brokerage on this Charter Party is at 2½ per cent on the amount of Freight and Primage, payable on signment of this Charter, Ship lost or not lost to.....

SAILER CHARTERS.

The Vessel to be loaded in.....clear colliery working days (except in case of Riot, Strike of Pitmen, Frosts, Floods, Holidays, or any accident beyond the control of the Shippers, which may prevent or delay her loading), and to be discharged at the rate of not less than.....Tons per working day, or to be paid.....Pounds per day Demurrage. Captain having lien on Cargo for Freight, Dead Freight, and Demurrage.

The Vessel to be properly ventilated at Owners' cost.

Penalty for non-performance of this Agreement, estimated amount of Freight.

Captain to sign Bills of Lading as presented according to Dock or Railway Coy.'s weights, same to be conclusive proof of quantity shipped.

SAILER CHARTERS.

FOREIGN.

The following is a common form of Charter Party for Sailing Ships conveying coal from South Wales and Monmouthshire to Foreign Ports :—

SAIL.

Charter Party.

CARDIFF, NEWPORT, SWANSEA,.....190..

It is this day mutually agreed BETWEEN.....
Owners of the good Ship or Vessel called the.....of the burthen of .....Gross Tons, as per Register, and intended to take.....
Nett
Tons of Cargo, and classed.....now.....
and.....Agents to the Charterers. That the said Vessel, being warranted tight, staunch, and strong, and in every way fitted for the voyage shall.....
with all possible despatch, sail and proceed light to.....
(but should the vessel not arrive there and be ready to load before.....
or in case of misrepresentation of position, Charterers have option of cancelling this Charter) ; and there in such dock as ordered by Merchants, subject to said warranty, load in the customary manner, from the Agents of the said Charterers, a cargo of.....Coal, not exceeding.....Tons, not exceeding what she can reasonably stow away and carry over and above her Tackle, Apparel, Provisions, and Furniture ; and being so loaded, the Vessel shall therewith, without delay, proceed to.....
or so near thereunto as she may safely get, and there deliver the same into Lighters, Hulks, Floating Depots, Vessels, or alongside any Arsenal, Wharf, or Pier, where she may safely deliver, always afloat, as may be directed by the Consignee. The Freight to be at and after the rate of.....
.....per ton of 20 cwt. delivered and weighed as customary, being in full of all Port and Consular Charges, Pilotages, Pierages, Wharfage Dues, Dock Dues, and all other dues and charges as customary (the Act of God, Restraints of Princes and Rulers, the King's Enemies, Fire, and all and every other Dangers and Accidents of the Seas and Rivers, of whatever nature and kind soever during the said voyage, always excepted).

Colliery working days to be allowed the said Merchants, after Ship is in Dock and ready to load, true written notice to be given Merchants of readiness, between 9 a.m. and 5 p.m., and before 1 p.m. Saturdays. The Cargo to be received at Port of Destination by the Consignees, from alongside the Ship at Consignee's risk and expense, at the rate of.....tons per weather-working day, to commence from the time of the Ship being ready to unload, and written notice thereof given to the Consignee, which notice must be given within the usual hours of business. (Any Sunday, or public, or colliery, or other workman's holiday, or any day on which there shall be an unavoidable hindrance in getting the said coals to or from the Vessel, or an interruption of work, wholly or partial, at Colliery, or Collieries, at which vessel is stemmed, or Dock or other work in loading or discharging, through stoppage, strike, lock-out, dismissal of or dispute with workmen, or accident, or by reason of floods, frosts, or storms, or any other cause beyond the control of the Shippers or Consignees, not to be computed as loading or discharging time, and no liability to accrue in respect thereof).

Demurrage over and above the said laying days at 4d. per register ton per day.

SAILER CHARTERS.

The cargo to be delivered from alongside at Merchant's risk and expense.

The Freight to be paid as follows :—One-third on signing Bills of Lading, less 6 per cent for Insurance, etc.,
and the remainder on the right delivery of the Cargo, as aforesaid, less cash advanced for Ship's ordinary disbursements, at current rate of exchange, in cash.

The Captain or Owners to sign Charterers' Bills of Lading for Cargo, at their Agents' Office, without any addition or alteration, within twenty-four hours after the Ship is loaded, in accordance with the Dock or Railway weight, as presented, or in default the Owner shall pay the Charterers the sum of £50 as liquidated damages.

The Owners shall employ the Charterer's Trimmers, paying the usual rate.

The Ship to be addressed to the Charterers' Agent at Port of Discharge free, paying 2 per cent commission on amount of Freight, on signing Bills of Lading.

The Vessel to be Cleared Out at Port of Loading, and entered inwards at Port of Discharge, by Charterers' Brokers paying the usual fees.

All liability of Charterers shall cease as soon as they have shipped the Cargo, except for the advance and demurrage at loading port, if any, notwithstanding a sale of the Cargo at a price to cover Cost, Freight, and Insurance, the Captain and Owners of the Vessel agreeing to look for payment solely to the holder of the Bill of Lading, at Port of Discharge, and to lien on the Cargo, which it is hereby agreed shall extend to Freight, Dead-freight, Demurrage, and all Damages.

The Captain to take on board sufficient Coals for Ship's use from Charte ers equal to 1 per cent of the Cargo, and to have the same endorsed on Bills of Lading.

Any extra duty on Cargo at Port of Discharge, payable in consequence of the Vessel not being British, to be borne by the Ship.

The Captain or Owner shall immediately inform, by telegraph, Charterers in case of Vessel putting into any Port for repairs.

Any claim for Average to be settled according to the Custom at Lloyd's.

The Brokerage of 5 per cent is due by the Ship to..... on signing this Charter Party.

Penalty for non-performance of this Charter Party, estimated amount of Freight as and for liquidated damages.

WITNESS

WITNESS

COLLIERY GUARANTEE.

The following is a common form of Colliery Guarantee issued by Colliery Owners loading Sailing Ships :—

SAILER.

Colliery Loading Guarantee.

CARDIFF.....190

We hereby undertake to load the.....
now at.....and ready not earlier than the
.....and not later than the.....
with a cargo of.....not exceeding.....tons,
and not less than.....tons, for account of.....
in such Dock at Cardiff, Penarth, or Barry, as ordered by us on application after the Vessel's arrival in the Bristol Channel, at a usual tip or tips, crane or cranes, in.....days, commencing the day after the vessel is wholly discharged of inward Cargo or Ballast, ready to receive Cargo in all her holds, and available for loading, and true written notice thereof given to us during regular Office hours (*i.e.*, between 9 a.m. and 5 p.m., except on Saturdays, when the Office hours are from 9 a.m. to 1 p.m.).

Stiffening Coal, if required, shall be supplied at the rate of..... tons per day, commencing the day after the Vessel is ready for the same, and written notice thereof given to us during regular Office hours. Time occupied in stiffening not to count as part of the aforesaid loading days, but any days saved or further occupied in stiffening to be settled respectively by addition to, or deduction from the aforesaid loading days.

The following exceptions not to be computed as part of the aforesaid loading or stiffening time unless used, notwithstanding that during the time of any such exceptions coal may be shipped by us into any other vessel :—

" All Holidays, whether Public Holidays or Colliers' Holidays, whereby " work is suspended either at the Docks or at our Colliery or Collieries. Time " from 5 p.m. on Saturday until 7 a.m. on Monday. Time occupied in shifting " from hatch to hatch, and in repairing. Any time lost through riots, strikes, " loc -outs, dismissal of workmen, or from any dispute between masters and " men, causing a stoppage of our Colliery or Collieries, or of the trimmers, dock, " railway or other hands connected with the working, delivery, shipment, or " trimming of the coal, or in the Railway or Railways over which our traffic is " usually conveyed to the loading Dock or Docks, or by reason of accidents to " mines or machinery causing stoppage of the same, or by obstructions or " accidents at our Colliery or Collieries, or on the said Railways, or in the Docks, " or by reason of storms, floods, frosts, snow, or from any cause of whatsoever " kind or nature.

" In case of partial holiday or partial stoppage of our Colliery or Collieries " from any or either of the aforenamed causes, the lay days to be extended " proportionately to the diminution of output arising from such partial holiday " or stoppage.

" For the purpose of this guarantee all holidays and full day stoppages at " our Collieries from any or either of the aforenamed causes shall be deemed to " commence at 5 p.m. the working day preceding, and to end at 7 a.m. the " working day following such holiday or stoppage. For any other full day " stoppage twenty-four hours to be excepted.

COLLIERY GUARANTEE.

"In case the Vessel, whether on demurrage or not, can complete loading "the Cargo by 5 p.m. on the day preceding any Sunday, holiday, or other "stoppage of work, and such completion is prevented otherwise than by our "act or default, time shall not count either for loading or demurrage until "7 a.m. on the day on which work is resumed."

The Vessel to move to and from the tip or tips, crane or cranes, and from hatch to hatch, and proceed with her loading, whenever required to do so.

Demurrage, if any, to be at the following rates :—

If the net register tonnage of the vessel is	Demurrage to be at the rate of
Not exceeding 600 tons	3d. per register ton per day.
Exceeding 600 tons, but not exceeding 1000 tons ..	£8 per day.
Exceeding 1000 tons, but not exceeding 1500 tons ..	£11 per day.
Exceeding 1500 tons, but not exceeding 2000 tons ..	£13 per day.
Exceeding 2000 tons, but not exceeding 2500 tons ..	£15 per day.
Exceeding 2500 tons, but not exceeding 3000 tons ..	£17 10s. per day.
Exceeding 3000 tons	£20 per day.

Demurrage is to be in accordance with the above Scale, payable per colliery working day, or in proportion for any part of a day, which, for the purpose of computation, shall be divisible into twenty-four parts.

We shall be entitled to appoint trimmers to trim the Cargo at usual Tariff charges, but only on the condition that they shall not be deemed to be our servants or agents, and that we shall not be responsible for their acts or defaults.

The usual wharfage of 2d. per ton on the quantity shipped shall be paid by the vessel.

Dock or Railway Companies' weights shall be conclusive for all purposes.

Any question arising under this guarantee shall be referred to a Committee consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Incorporated South Wales and Monmouthshire Coal Freighters' Association. In the event of any difference, the same shall be determined by the President of the Cardiff Chamber of Commerce for the time being. The decision so arrived at shall be accepted as binding and final by all interested.

APPROXIMATE DISTANCES BY SEA BETWEEN CARDIFF & THE TYNE, & THE PRINCIPAL COAL IMPORTING CENTRES.

ARCTIC, BALTIC, AND NORTH SEA PORTS NORTH OF HAMBURG.

Port.	From		Port.	From	
	Cardiff.	Tyne.		Cardiff.	Tyne.
	Miles.	Miles.		Miles.	Miles.
Christiania	1066	515	Cronstadt	1775	1253
Gothenburg	1005	483	Stettin	1280	758
Stockholm	1508	986	Copenhagen	1116	594
COASTING LIMITS, HAMBURG TO BREST INCLUSIVE.					
Hamburg	821	416	Rouen	433	457
Rotterdam	566	286	Caen	375	425
Antwerp	567	328	St. Malo	320	512
Dieppe	412	364	Brest	270	623
Havre	377	401			
NORTH FRENCH LIMITS, BREST TO BAYONNE.					
L'Orient	346	699	Chantenay	442	795
St. Nazaire	410	763	La Rochelle	481	834
Nantes	444	797	Bordeaux	529	901
NORTH SPANISH AND PORTUGUESE LIMITS.					
Bilbao	568	940	Lisbon	873	1245
Vigo	640	1012	Gibraltar	1152	1524
Oporto	718	1090			
NEAR MEDITERRANEAN LIMITS.					
Valencia	1543	1915	Naples	2132	2504
Barcelona	1667	2039	Palermo	2065	2437
Marseilles	1839	2611	Messina	2177	2549
Savona	1992	2364	Malta	2144	2516
Spezzia	2010	2382	Venice	2825	3197
Leghorn	2088	2460	Trieste	2817	3189
Genoa	2007	2379	Fiume	2787	3159
Civita Vecchia	2049	2421			
UPPER MEDITERRANEAN LIMITS.					
Piræus	2642	3014	Nicolaieff	3258	3730
Constantinople	2952	3324	Kertch	3383	3755
Smyrna	2801	3173	Batoum	3535	3907
Kustendje	3147	3519	Galatz	3296	3668
Sulina	3206	3578	Port Said	3082	3454
Odessa	3210	3682			

DISTANCES, &c.—*Continued.*

NORTH AFRICAN (MED.) LIMITS.

Port.	From Cardiff.	From Tyne.	Port.	From Cardiff.	From Tyne.
	Miles.	Miles.		Miles.	Miles.
Alexandria	2959	3331	Algiers	1562	1934
Tunis	1948	2280	Bona	1805	2177

WEST AFRICAN LIMITS.

Madeira	1319	1691	St. Paul do Loando	4767	5139
Teneriffe	1534	1906			

EAST AFRICAN LIMITS.

Port.	From Cardiff. via Cape	From Cardiff. via Suez	From Tyne. via Cape	From Tyne. via Suez	Port.	From Cardiff. via Cape	From Cardiff. via Suez	From Tyne. via Cape	From Tyne. via Suez
Capetown	5976	..	6348	..	Mauritius	8526	6755	8898	7127
East London	6481	..	6853	..	Zanzibar	8626	6135	8998	6507
Durban	6736	..	7108	..	Perim	9986	4325	10457	4697

RED SEA TO SINGAPORE.

Aden	9896	4426	10367	4798	Calcutta	11466	7730	11937	8102
Bombay	10529	6062	10999	6434	Singapore	11574	8132	11946	8504
Colombo	10330	6515	10801	6887					

FAR EAST LIMITS.

Batavia	11191	8337	11662	8709	Vladivostock	14482	11095	14854	11467
Hong Kong	12897	9510	13269	9882	Nagasaki	13892	10505	14264	10877
Shanghai	13647	10260	14118	10632					
Port Arthur	14132	10745	14504	11117					

PACIFIC ISLANDS.

Honolulu (via Magellan)	13665	..	14085	..

AMERICA, PACIFIC.

San Francisco (via Magellan)	13405	..	13825	..
Iquique ,, ...	9587	..	10007	..
Taltal ,, ...	9066	..	9486	..
Valpariso ,, ...	8636	..	9056	..

AMERICA, ATLANTIC.

Buenos Ayres	6129	..	6549	..
Monte Video	6036	..	6456	..
Rio de Janeiro	5049	..	5469	..
Pernambuco	3974	..	4394	..
Trinidad	3797	..	4217	..
Jamaica	3949	..	4369	..
Bermuda	2842	..	3364	..
New York	2986	..	3467	..
Quebec	2850	..	3331	..
Montreal	2991	..	3472	..

RESERVES OF COAL IN THE SOUTH WALES COALFIELD.

From the Report dated December, 1904, presented to the Royal Commission on Coal Supplies, by Sir William Thomas Lewis, Bart.

Net available quantity of coal remaining unworked, after making allowance for loss through faults, and coal necessarily left underground, and for loss in working.

Division of the Coalfield.	In seams 12 inches to 24 inches in thickness.	In seams 24 inches and upwards in thickness.	Total in seams 12 inches and upwards in thickness.
	Tons.	Tons.	Tons.
Monmouthshire ..	559,215,203	2,184,292,871	2,743,508,074
East Glamorgan ..	1,892,457,896	9,177,902,572	11,070,360,468
West Glamorgan, Carmarthen and Brecon	2,880,933,337	11,468,402,458	14,349,335,795
Pembrokeshire	63,486,075	109,097,738	172,583,813
Total of Coalfield ..	5,396,092,511	22,939,695,639	28,335,788,150

The above seams are divided in depth as follows :—

Not exceeding 4000 feet from the surface	5,098,586,975	21,372,409,604	26,470,996,579
Exceeding 4000 feet from the surface ..	297,505,536	1,567,286,035	1,864,791,571
Total of Coalfield ..	5,396,092,511	22,939,695,639	28,335,788,150

Classification of Reserves.

The above seams are divided in character as follows :—

	Monmouthshire and East Glamorgan.	West Glamorgan, Carmarthen, Brecon, and Pembroke.	Total of the Coalfield.	
	Tons.	Tons.	Tons.	%
Bituminous	4,483,486,542	4,135,202,423	8,618,688,965	30·42
Semi-bituminous	5,393,724,590		5,393,724,590	
First-class steam	3,936,657,410		3,936,657,410	47·31
Steam (Western Division)	——	4,076,424,971	4,076,424,971	
Anthracite	——	6,310,292,214	6,310,292,214	22·27
Total of Coalfield	13,813,868,542	14,521,919,608	28,335,788,150	100

Reserves of best Smokeless Steam Coal.

As regards the reserves of Coal suitable for His Majesty's Navy, the following is the estimate of the unworked quantity :—

	Tons.
(*a*) The quantity of coal remaining unworked in certain best Steam Coal seams of one foot thick and upwards, in collieries on the Admiralty list	3,240,182,734
(This quantity includes 2,728,415,406 tons in seams of two feet thick and upwards.)	
(*b*) The quantity of coal in certain seams of similar quality one foot thick and upwards, in other Steam Coal Collieries, not at present on the Admiralty list	174,793,547
(This includes 170,293,070 tons in seams of two feet thick and upwards.)	
(*c*) The quantity of coal of similar quality in unlet areas, known to contain certain seams of coal similar in quality to that being supplied for His Majesty's Navy	521,681,129
(This includes 400,287,452 tons in seams of two feet thick and upwards.)	
The total quantity of best Steam Coal in seams of one foot thick and upwards is, therefore..	3,936,657,410
(This includes 3,298,995,928 tons in seams of two feet thick and upwards.)	

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

FREIGHTS.

Steam Freights on Coal from Cardiff to the Chief Mediterranean Ports in 1902, 1903, and 1904.

Month.	Port Said.		Genoa.		Malta.		Gibraltar.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1902.								
January ..	5/3	5/-	5/6	4/9	4/1½	4/-	5/3	4/10½
February	5/9	5/1½	6/9	5/3	5/9	4/-	5/6	4/6
March ..	6/-	5/6	6/3	5/9	5/9	4/6	5/6	4/6
April ..	5/9	5/7½	6/-	5/6	5/9	4/6	5/6	5/-
May ..	6/-	5/6	6/6	5/6	5/9	4/6	6/3	5/4½
June ..	6/-	5/3	6/4½	5/-	6/-	4/6	5/7½	5/6
July ..	5/7½	5/-	6/7½	4/6	4/10½	4/3	5/6	5/3
August ..	5/3	4/6	5/3	4/1½	4/6	3/6	6/-	4/9
September	5/-	4/6	5/3	4/3	4/9	3/6	5/4½	4/9
October ..	5/3	5/-	5/1½	4/3	3/9	3/6	5/10½	5/-
November	5/10½	5/-	6/-	4/9	4/10½	3/7½	5/9	4/6
December	6/3	5/-	6/-	5/-	5/-	3/10½	5/-	4/6
1903.								
January ..	6/9	5/6	6/10½	5/6	6/3	5/-	5/3	4/9
February	7/-	6/-	7/4½	5/10½	5/9	5/-	5/6	4/9
March ..	7/-	6/-	7/3	6/3	6/-	5/4½	5/6	5/-
April ..	7/3	6/3	7/3	5/9	6/9	5/6	5/6	5/-
May ..	6/6	5/3	6/6	5/3	5/-	4/6	6/1½	5/-
June ..	6/-	5/6	6/6	5/6	4/10½	4/6	5/6	4/-
July ..	5/9	4/6	6/9	4/4½	5/-	3/7½	5/6	4/6
August ..	5/9	4/6	5/6	4/-	4/9	3/6	5/4½	4/7½
September	6/-	4/6	5/1½	4/6	3/9	3/3	5/3	4/10½
October ..	5/-	4/9	5/3	4/9	3/9	3/3	5/1½	5/-
November	5/-	4/9	5/6	4/10½	3/10½	3/6	5/-	4/9
December	6/-	4/9	6/-	5/1½	5/-	3/9	5/-	4/9
1904.								
January ..	6/-	5/6	6/-	5/7½	5/-	4/6	5/-	4/7½
February	6/3	5/6	6/3	5/6	5/4½	4/9	5/3	5/-
March ..	5/9	5/6	6/3	5/6	5/6	4/6	5/6	5/-
April ..	6/4½	5/6	6/9	5/7½	6/-	4/10½	6/-	5/-
May ..	6/3	5/-	6/6	5/4½	5/4½	4/6	6/-	5/9
June ..	5/4½	5/-	5/9	5/-	4/6	4/-	5/9	5/-
July ..	4/10½	4/9	5/6	4/9	4/4½	4/-	5/3	5/-
August ..	4/9	4/4½	5/3	4/6	4/4½	3/6	5/3	4/9
September	4/4½	4/3	5/-	4/4½	3/6	3/3	5/-	4/9
October ..	4/6	4/3	5/6	4/9	6/6	3/3	6/6	4/9
November	5/6	4/9	6/1½	5/3	5/-	4/6	5/6	4/9
December	5/6	5/3	6/3	5/7½	5/3	4/6	5/-	4/10½

Steam Freights on Coal from Cardiff to the Chief Mediterranean Ports in 1905, 1906, and 1907.

Month.	Port Said.		Genoa.		Malta.		Gibraltar.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1905.								
January ..	6/6	5/6	7/-	5/6	5/3	4/7½	6/-	4/10½
February	6/6	5/7½	7/3	6/3	6/6	4/6	5/4½	4/3
March ..	6/9	5/7½	8/4½	6/3	7/3	5/3	5/9	4/3
April ..	6/6	6/-	7/-	6/4	5/9	4/9	5/4½	3/9
May ..	6/3	5/-	7/-	5/9	5/9	4/9	6/-	3/9
June ..	6/-	5/-	7/-	5/9	5/3	4/6	5/6	5/3
July ..	5/9	5/3	7/-	5/6	4/10½	4/6	6/-	5/6
August ..	5/-	4/7½	6/3	5/-	4/6	3/4½	5/9	5/4½
September	5/3	4/10½	6/-	5/6	4/4½	3/6	5/6	5/3
October ..	6/-	4/10½	6/6	5/9	6/4½	3/4½	6/-	5/9
November	7/6	6/6	7/6	6/3	6/-	5/-	6/-	5/4½
December	8/1½	6/10½	8/-	6/9	7/-	5/-	5/10½	5/6
1906.								
January ..	7/9	6/6	8/-	6/9	6/9	5/-	5/9	3/9
February	7/6	7/3	8/-	7/6	6/9	6/6	6/-	4/-
March ..	7/6	7/-	8/-	7/3	6/9	5/9	6/6	4/-
April ..	7/-	6/6	8/4½	6/6	6/4½	6/-	6/6	4/10
May ..	6/6	6/-	7/10½	6/3	6/6	5/6	6/6	4/-
June ..	5/9	4/6	6/9	5/-	5/9	4/1½	6/6	4/-
July ..	5/-	4/6	5/9	4/9	4/6	3/7½	6/6	3/9
August ..	5/3	4/3	6/7½	5/3	4/4½	3/7½	5/7½	5/3
September	5/4½	4/10½	6/-	5/8	4/3	3/7½	5/7½	5/4½
October ..	5/9	4/10½	7/3	6/-	4/9	4/3	6/-	3/9
November	7/-	5/6	8/3	6/3	6/-	4/-	6/3	3/9
December	7/3	6/-	8/6	7/-	5/9	5/3	6/4½	3/9
1907.								
January ..	6/4½	5/9	7/6	6/4½	5/3	4/3	5/9	3/9
February	7/-	5/7½	9/-	6/6	7/3	4/4½	6/-	3/9
March ..	6/6	6/1½	9/-	7/7½	6/-	5/-	6/3	3/9
April ..	6/3	6/-	8/3	7/1½	6/-	5/-	6/10½	3/9
May ..	6/-	5/9	8/-	7/-	6/-	4/9	6/10½	3/10½
June ..	7/-	5/9	8/6	6/9	6/9	5/3	7/-	3/10½
July ..	6/6	4/10½	8/-	6/-	6/3	4/9	7/-	3/9
August ..	4/10½	4/7½	6/9	5/6	4/1½	3/9	6/7½	3/9
September	7/-	6/-	8/6	5/9	4/6	6/-	7/3	4/3
October ..	8/3	6/6	9/-	7/7½	7/3	6/-	7/3	4/3
November	8/3	7/6	8/3	6/-	5/3	7/-	7/-	4/3
December	7/6	7/3	7/6	6/6	6/3	5/3	6/-	5/-

Freights on Coal from Cardiff to the Chief South American Ports in 1902, 1903, and 1904.

Month.	Montevideo.				Rio Janeiro.				Buenos Ayres.			
	Steam.		Sail.		Steam.		Sail.		Steam.		Sail.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1902.												
Jan. ..	10/6	9/6	..	..	11/6	10/9	..	..	10/–	9/3	..	..
Feb. ..	10/9	9/6	..	..	11/–	10/6	..	..	10/6	9/6	..	..
Mar. ..	13/6	9/4½	..	..	12/6	11/–	..	..	12/–	9/4½	..	..
April ..	13/9	10/–	..	..	13/–	12/–	..	..	13/–	9/9½	..	..
May ..	14/–	11/–	..	..	14/–	12/–	..	..	14/–	12/–	..	..
June ..	14/–	13/6	..	..	13/3	12/7½	..	..	14/–	12/6	..	..
July ..	14/3	12/9	13/–	12/9	12/6	12/–	..	..	13/9	12/6	..	..
Aug. ..	11/9	11/9	..	..	12/6	11/6	..	..	14/–	12/6	12/3	12/3
Sept. ..	13/6	10/6	11/–	11/–	12/3	11/9	..	..	12/9	11/–	..	..
Oct. ..	10/6	10/–	..	..	12/–	11/6	..	..	14/–	11/–	..	..
Nov. ..	10/–	7/9	..	..	12/6	10/1½	..	..	11/–	8/6	..	..
Dec. ..	9/9	8/–	..	..	11/3	9/3	..	..	9/6	7/3	..	..
1903.												
Jan. ..	8/3	7/6	..	..	9/10½	7/6	..	..	8/4½	7/1½	..	..
Feb. ..	8/6	7/6	..	..	10/–	8/3	..	..	8/3	7/9	..	..
Mar. ..	9/–	7/–	..	..	11/–	9/–	..	..	9/6	7/10½	..	..
April ..	9/–	8/–	..	..	10/6	9/6	..	..	8/9	8/–	..	..
May ..	9/–	7/1½	..	..	11/3	8/6	..	..	8/6	7/–	..	..
June ..	8/–	7/1½	..	..	10/–	8/6	..	..	8/–	7/1½	..	..
July ..	8/6	7/6	..	..	11/–	9/–	..	..	8/3	7/6	..	..
Aug. ..	9/–	7/6	..	..	9/10½	8/9	..	..	9/–	8/–	..	..
Sept. ..	11/–	8/–	..	..	10/6	9/10	..	..	10/–	8/–	..	..
Oct. ..	10/3	8/3	..	..	11/3	9/6	..	..	11/–	9/3	..	..
Nov. ..	9/–	7/–	..	..	11/3	8/–	..	..	10/3	7/1	..	..
Dec. ..	9/–	7/–	..	..	10/3	8/–	..	..	9/6	6/9	..	..
1904.												
Jan. ..	7/1½	7/–	..	..	8/6	8/–	..	..	7/3	7/–	..	..
Feb. ..	7/3	7/–	..	..	9/–	8/3	..	..	7/3	7/3	..	..
Mar. ..	8/9	7/–	..	..	10/–	8/6	..	..	8/6	7/3	..	..
April ..	8/–	7/3	..	..	10/–	9/6	..	..	8/–	7/–	..	..
May ..	8/6	7/3	..	..	9/6	9/3	..	..	8/9	7/3	..	..
June ..	8/–	7/3	..	..	9/2	8/10½	..	..	8/6	7/3	..	..
July ..	7/6	7/3	..	..	9/–	8/3	..	..	8/–	7/3	..	..
Aug. ..	7/9	7/–	..	..	9/–	8/6	..	..	8/–	7/3	..	..
Sept. ..	8/3	7/–	..	..	9/–	8/6	..	..	7/6	7/–	..	..
Oct. ..	7/6	7/–	..	..	9/3	8/6	..	..	8/6	7/–	..	..
Nov. ..	7/9	7/–	..	..	9/–	8/6	..	..	7/6	7/–	..	..
Dec. ..	7/3	6/9	..	..	8/9	8/3	..	..	7/–	6/9	..	..

Freights on Coal from Cardiff to the Chief South American Ports in 1905, 1906, and 1907.

Month.	Montevideo.				Rio Janeiro.				Buenos Ayres.			
	Steam.		Sail.		Steam.		Sail.		Steam.		Sail.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1905.												
Jan. ..	7/–	6/9	..	..	8/6	8/–	..	..	7/–	6/7½	..	..
Feb. ..	7/6	6/9	..	..	8/9	8/–	..	..	7/9	6/6	..	..
Mar. ..	7/6	7/–	..	..	9/–	8/–	..	..	7/9	7/–	..	..
April ..	7/6	7/–	..	..	8/9	8/6	..	..	7/9	7/3	..	..
May ..	7/6	7/–	..	..	8/9	8/9	..	..	7/6	7/–	..	..
June ..	8/–	7/–	..	..	9/4½	8/9	..	..	8/–	7/3	..	..
July ..	8/3	7/–	..	..	9/3	9/–	..	..	8/–	7/3	..	..
Aug. ..	9/–	7/6	..	..	11/–	9/–	..	..	9/–	7/8½	..	..
Sept. ..	10/9	8/6	..	..	13/–	9/9	..	..	10/9	8/6	..	..
Oct. ..	11/6	9/6	..	..	13/–	10/6	..	..	13/–	10/–	..	..
Nov. ..	12/9	9/–	..	..	14/6	10/1½	..	..	12/–	10/–	..	..
Dec. ..	12/–	9/7½	..	..	14/–	11/6	..	..	12/–	9/–	..	..
1906.												
Jan. ..	11/–	8/3	..	..	13/–	10/1½	..	..	12/–	8/–	..	..
Feb. ..	13/–	9/6	..	..	14/–	10/–	..	..	13/–	9/–	..	..
Mar. ..	15/–	9/6	..	..	14/6	13/–	..	..	15/–	9/–	..	..
April ..	15/6	12/3	..	..	15/4½	12/6	..	..	15/3	10/6	..	..
May ..	14/6	11/3	..	..	15/–	13/–	..	..	15/–	11/–	..	..
June ..	14/–	12/4½	..	..	14/–	12/9	..	..	15/–	12/7	..	..
July ..	15/6	12/6	..	..	15/3	12/9	..	..	15/–	13/3	..	..
Aug. ..	15/9	14/6	..	..	15/–	13/9	..	..	16/6	14/–	..	..
Sept. ..	16/3	14/–	..	..	16/3	13/10½	..	..	16/3	14/6	..	..
Oct. ..	15/9	12/9	..	..	15/9	13/9	..	..	16/3	15/3	..	..
Nov. ..	15/–	12/7½	..	..	15/6	13/6	..	..	15/6	14/–	..	..
Dec. ..	14/–	12/10½	..	..	15/–	13/6	..	..	14/6	13/–	..	..
1907.												
Jan. ..	14/6	13/–	..	..	14/6	13/6	..	..	14/9	13/6	..	..
Feb. ..	14/6	12/3	..	..	14/7½	13/–	..	..	14/–	11/7½	..	..
Mar. ..	13/3	11/7½	..	..	14/9	13/–	..	..	14/3	12/–	..	..
April ..	13/6	11/6	..	..	15/3	12/9	..	..	13/9	12/3	..	..
May ..	15/–	14/4½	..	..	14/–	13/9	..	..	15/–	13/9	..	..
June ..	14/9	14/3	..	..	17/–	13/9	..	..	15/–	12/6	..	..
July ..	17/–	15/–	..	..	14/6	14/–	..	..	17/6	14/6	..	..
Aug. ..	17/10½	15/–	..	..	14/6	14/–	..	..	18/–	14/6	..	..
Sept. ..	18/6	15/6	..	..	14/6	14/–	..	..	18/–	16/–	..	..
Oct. ..	18/–	16/–	..	..	16/1½	14/6	..	..	17/6	15/3	..	..
Nov. ..	17/3	12/6	..	..	15/6	13/–	..	..	17/3	12/6	..	..
Dec. ..	13/6	9/9	..	..	14/3	9/3	..	..	15/–	7/9	..	..

Average Rates of Freight from Cardiff for 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907.

Ports	1899	1900	1901	1902	1903	1904	1905	1906	1907
ARCTIC, BALTIC, AND NORTH SEA									
Christiania	7/10	7/6	5/–	5/–	5/–	4/9	5/3	4/9	6/–
Stockholm	7/1	8/4	5/5	5/–	5/–	4/10½	4/7½	4/10½	6/–
Cronstadt..	7/7½	8/9	5/6½	5/–	4/7	4/9	5/4½	5/6	5/10½
Copenhagen	..	..	5/1½	4/7½	4/6	4/6	5/3	4/9	5/7½
COASTING LIMITS.									
Hamburg..	5/6	6/10	4/7	4/2	4/1½	4/1½	4/4½	4/9	4/10½
Antwerp ..	6/1	6/1	4/6	4/6	3/11	4/3	4/2	4/10	4/10½
Dieppe ..	5/8	6/7	4/5½	4/4	4/4	4/–	4/3½	4/7½	5/–
Havre ..	5/4	6/–	4/3	4/2	4/1	4/–	4/2½	4/8	4/8½
Rouen ..	6/4½	7/–	5/4½	5/2	5/–	4/9	5/1	5/7	5/9
NORTH FRENCH LIMITS.									
St. Nazaire	5.25 fs.	6.66 fs.	4.96 fs.	4.50 fs.	4.35 fs.	4.30 fs.	4.28½ f.	4.75 fs.	5.34 fs.
Bordeaux..	5.68 fs.	7.50 fs.	5.60 fs.	5fs.	4.78 fs.	4.60 fs.	4.84 fs.	5·20 fs.	5.80 fs.
NORTH SPANISH AND PORTUGUESE LIMITS.									
Bilbao ..	4/6	5/–	4/2½	3/8½	3/7½	3/8	3/10½	4/–	4/7½
Oporto ..	7/3½	8/9	5/6½	4/7½	4/11½	4/9	5/1	5/6	5/11
Lisbon ..	7/2½	7/11	5/2	4/6	4/5	4/6	4/10	5/2	5/6½
Gibraltar ..	7/2	8/4	5/8	5/2	5/2	5/1	5/6	6/–	6/4½
NEAR MEDITERRANEAN LIMITS.									
Barcelona..	10/7	11/8	7/11	6/9	6/8	6/4½	6/10	7/4	7/7½
Marseilles ..	10.77 f.	12.14 f.	7.97 fs.	6.64 fs.	7.03 fs.	6.90 fs.	7.50 fs.	7.50 fs.	7.87½ f.
Genoa ..	8/10½	10/4	6/9	5/5	5/9	5/9	6/6	6/10½	7/4½
Leghorn ..	8/10½	10/4½	7/1½	5/4½	5/9	5/7½	6/6	6/10½	7/3
Naples ..	8/11	10/4	7/–	5/4	5/6½	5/6	6/3	6/4½	6/9

Average Rates of Freight from Cardiff for 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907.

Ports	1899	1900	1901	1902	1903	1904	1905	1906	1907
NEAR MEDITERRANEAN LIMITS—*Continued.*									
Palermo ..	8/10½	11/–	7/4	5/8	5/11	5/8	6/10½	7/1½	7/5
Malta ..	7/10½	9/4	5/9	4/4	4/7½	4/9	5/3	5/1½	5/9
Brindisi ..	9/1½	10/4	6/9	5/–	5/6	5/3	6/2½	6/9	7/1
Venice ..	10/7	12/4	8/2	6/4	6/5½	6/5	7/3	7/8	8/1½
Trieste ..	10/3½	13/2	7/7	5/6½	5/11	5/2	6/4	6/9	7/10
UPPER MEDITERRANEAN LIMITS.									
Piræus ..	9/3	10/5	7/1	5/1	5/5½	5/2	6/–	6/3	6/10
Constantinople	9/4	10/8	7/–	5/7	5/7	5/3	6/1½	6/4½	6/9
Danube ..	10/8	11/11	9/–	6/–	5/9½	6/–	6/3½	6/6	7/9
Odessa ..	8/11	10/8	8/4	8/6	..	7/9	..	Feb 7/1	..
Smyrna ..	9/8	11/2	7/8	5/7½	5/7	5/6	6/4½	6/6	6/10
Port Said ..	10/0½	12/1	7/4	5/4	5/7½	5/3½	5/10½	6/1½	6/4½
NORTH AFRICAN (MED.) LIMITS.									
Alexandria	10/3½	12/2	7/8	5/4	5/9½	5/6½	6/3	6/9	7/1½
Tunis ..	12.75f.	13.70f.	10.11f.	7.99 fs.	7.65 fs.	8fs.	8.93 fs.	9.50 fs.	10fs.
Bona ..	11.60f.	13.22f.	8.08 fs.	7.20 fs.	7.36 fs.	6.80 fs.	7.44 fs.	8.50 fs.	9fs.
Algiers ..	9.85 fs.	11.35f.	7.68 fs.	6.44 fs.	6.36 fs.	6.27 fs.	7.25 fs.	7.12½ f	7.50 fs.
Oran ..	10fs.	11.81f.	7.92 fs.	6.60 fs.	6.50 fs.	6.40 fs.	7.23 fs.	7.56 fs.	7.85 fs.
WEST AFRICAN LIMITS.									
Madeira ..	8/1½	9/6½	6/4	6/4	6/4	5/11	6/3	6/10½	7/–
Teneriffe ..	7/6	9/–	6/9	6/4½	6/3	5/10½	6/1½	6/10½	7/–
Las Palmas ..	7/7	9/10	6/7	6/4	6/2	5/9	6/1½	6/9	7/–
St. Michael's ..	7/6	8/7½	7/–	..	6/1½	5/7½	6/4½	6/7½	7/9
Cape de Verdes	8/4	9/10½	7/3	7/1	6/8½	6/4½	6/7½	7/6	7/6
St. Vincent ..	8/1½	9/10½	7/3	7/1½	6/9	6/4½	6/7½	7/6	7/6
Dakar ..	8/1	9/6	7/2	8/1	7/–	6/7½	7/0½	7/11	8/3
Capetown ..	19/4	27/9	20/–	15/8	13/8	11/10	12/–	11/8	11/6

Average Rates of Freight from Cardiff for 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907.

Ports	1899	1900	1901	1902	1903	1904	1905	1906	1907
EAST AFRICAN LIMITS.									
Zanzibar	20/– sail	..	25/–	..	19/– sail	14/3 July	17/6	13/6	13/–
Mauritius	..	..	22/8	..	14/8½ Sept.	13/3	10/6	12/3	14/–
RED SEA, PERSIAN GULF, INDIAN, Etc., LIMITS TO SINGAPORE.									
Aden ..	13/1	19/–	12/5	9/10	9/2	7/10	8/9	9/7½	8/7½
Bombay ..	12/–	20/10	12/6	10/–	9/3	8/4	9/3	10/3	9/8
Colombo ..	14/–	18/10½	13/6	10/6	9/9	8/3	9/7½	10/3	9/3
Ceylon ..	14/–	19/5	13/6	10/6	9/10	8/3	9/6	10/3	9/4½
Calcutta ..	..	..	..	..	12/–	..	18/–	..	..
Singapore ..	17/–	18/11	14/7½	12/–	10/9	9/8	9/3	11/1½	10/6
FAR EAST LIMITS, EAST OF SINGAPORE.									
Hong Kong ..	32/6	33/8	22/1	15/10	17/1	16/6	14/9	14/6	14/8
Shanghai	30/– Oct.	40/–	17/– Nov.	16/7	18/2	18/6	14/6	18/– Nov.	16/10
Japan	..	29/–	27/– Feb.	16/9	16/9 Jan. to Sept. 20/1 Sept. to Dec.	19/6	16/5½	..	19/4
Kiao Chau ..	..	..	..	..	..	31/–	16/6	..	..
Vladivostock	..	..	..	..	26/– Oct. to Dec.	40/– Sept.	50/–	..	..
NORTH AND SOUTH AMERICA, PACIFIC PORTS LIMITS.									
SanFrancisco	16/4 sail	16/5 sail	12/4 sail	..	14/9 sail	14/6 sail Dec.	14/6 sail	14/6 sail	23/–
Iquique	..	13/5 sail	14/5 sail	10/5 sail	11/6 sail	9/9 sail Dec.	11/–	17/3 18/– sail	21/–
Valparaiso ..	..	14/11	15/11	12/–	12/–	..	11/–	17/9	21/6

Average Rates of Freight from Cardiff for 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907.

Ports	1899	1900	1901	1902	1903	1904	1905	1906	1907
NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.									
Bahia Blanca	..	..	..	11/7	9/–	8/8	9/7	15/6	14/3
River Plate	11/4½	16/3	13/–	11/1½	8/1½	7/4½	8/7½	13/10½	13/10½
Buenos Ayres	11/3	16/–	13/1	11/–	8/2	7/2	8/6½	13/10	14/1½
Monte Video	11/4	15/11	12/7	10/3½	8/5	7/3	8/7	13/6	13/5
Rio Grande do Sul	25/6	25/3	26/–	21/–	21/6 sail	21/6 sail	21/0½ sail	26/– sail	34/– sail
Santos	18/3	21/–	15/1	13/6	11/2	10/–	12/1½	15/8	15/9
Rio de Janeiro	13/6	17/5	13/9	11/3	9/6	8/10½	10/3	13/10½	13/6
Bahia	14/11 sail	15/– sail	13/3 sail	12/5 sail	12/5 sail	..	9/11	15/3	13/9 sail
Pernambuco	..	..	..	..	..	9/9½ one	9/7	14/7	14/–
St. Thomas	8/10	10/3	8/–	8/–	7/8	7/2	6/9	8/–	8/6
Barbadoes	8/3½	9/6 Oct.	9/– Oct.	8/– Dec.	8/1½	7/6 Jan.	6/4½	8/–	10/7½
Havana	8/6	..	7/6 Oct.	8/6 Oct.	7/10	6/6 Feb.	6/10½	6/10½	12/– Aug.
Jamaica	10/6	10/1	7/–	7/6	7/1	6/9½	6/8½	8/3 Oct	8/6
Boston	..	..	..	7/3	7/3	..	..	..	..
New York	..	..	..	..	..	..	6/–	..	..

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on the Welsh form of Charter (see page 200).

ARCTIC, BALTIC AND NORTH SEA PORTS NORTH OF HAMBURG.

Port of Destination	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Tromsö	..	..	..	..	..	..	..	6/–	..	..	..	..	..
Bergen	..	..	..	..	..	..	..	..	..	..	8/–	..	..
Sandefjord	..	..	..	..	..	..	..	..	..	7/6	..	..	..
Gothenburg	..	..	..	..	..	5/1½	..	..	..	..	..	..	..
Carlsham	..	..	..	..	..	..	6/–	5/6	..	..	..	..	7/6
Carlscrona	..	..	..	..	5/–	..	..	..	..	..	..	..	..
Oxelosund	..	..	..	5/6	..	..	..	..	..	7/6	..	..	..
Stockholm	..	..	..	..	5/9	5/–	5/6 7/–	5/9	6/1½	7/–	..	..	..
Bjorko	..	..	..	..	..	..	6/6	..	7/– 7/3	..	..	..	..
Hango	..	..	..	..	..	..	..	6/6	..	..	..	..	..
Sveaborg	..	..	..	..	..	5/9	..	6/–	..	..	..	..	..
St. Petersburg	..	..	..	..	..	..	..	6/3	6/3	..	..	..	..
Cronstadt Lowest	..	5/1½	7/–	5/–	5/–	5/–	5/3	5/9	6/6	..	..	..	..
Cronstadt Highest	..	..	..	..	..	5/6	6/6	6/3	7/–	7/–	..	..	..
Reval	..	..	..	..	5/3	..	..	6/– 6/9	7/–	..	..	..	..
Riga	..	..	..	..	..	5/6	..	..	..	..	..	..	8/–
Libau	..	..	7/3	..	6/– 5/6	5/9	..	6/9	7/–	6/6	..	6/9	..
Pillau	..	..	..	5/7½	..	..	..	..	..	..	8/3	..	..
Stettin	..	..	..	5/1½	..	..	..	6/–	..	..	..	..	..
Swinemunde	..	..	..	..	4/10½	..	..	..	..	..	..	6/–	..
Holtenau	..	..	..	..	..	..	..	5/9 6/3	..	..	..	..	..
Kiel	..	..	5/6	6/–	..	..	6/3 6/9	..	..	..	..	..	..

Frederikshaven ..	..	..	..	..	..	..	6/–	..	..	..	5/6	5/9	..
Aarhus (Lowest	..	..	..	4/7½	4/6	5/1½	5/6	..	5/6	6/6	5/9		..
Aarhus (Highest	..	..	..	4/9	5/–	5/9	6/–	..	6/–	..	..		..
Korsoer ..	..	..	..	4/7½	..	5/1½	..	..	6/6	..	..		..
Copenhagen (Lowest	4/9	..	..	4/7½	4/6	5/3	5/6	5/6	5/9	6/9	5/6		5/–
Copenhagen (Highest	5/–	..	..	5/–	5/6	5/6	6/6	5/9	7/–	..	..		5/9
Kallundborg ..	..	..	..	4/9 5/–	..	..	..	5/9	..	7/–	5/9		..
Nyborg ..	..	..	..	4/10½	5/–	5/1½	6/–	..	..	..	..		..
Wyburg ..	..	..	..	..	..	6/6	..	..	..	..	..		..
Masnedsund ..	..	..	..	5/6 5/9	5/6	5/6	..	..	..	..	..		..

COASTING LIMITS, HAMBURG TO BREST, INCLUSIVE.

Steamers fixed on North French form of Charter (see page 197).

Hamburg ..	4/6	..	..	4/6	..	..	..	5/9	5/6	..	..		..
Harburg ..	..	..	..	..	..	..	..	..	5/9	..	..		..
Bremerhaven (Lowest	..	..	..	4/	4/9	5/3	5/–	4/10½	5/4½	5/–	5/3		..
Bremerhaven (Highest	..	..	..	4/9	5/–	5/7½	5/6	5/–	5/9	5/6	..		..
Nieudiep ..	..	5/3	..	..	..	..	..	..	..	..	..		..
Rotterdam ..	..	..	..	..	..	6/3	..	..	..	..	..		..
Zee Brugge ..	..	..	..	..	..	5/9	5/3	..	5/9	..	..		..
Helvoetsluis ..	..	..	..	..	..	6/3	..	..	..	6/6	..		..
Dordrecht ..	..	..	..	..	..	..	..	..	..	6/6	..		..
Antwerp ..	..	..	4/3	4/–	4/6 4/9	4/6	..	..	..	..	..		5/–
Ghent ..	..	..	..	..	..	..	..	..	5/9	..	..		..
Flushing ..	5/3	..	..	..	..	..	..	..	..	..	..		..
Dunkirk ..	4/– 4/6	4/4½	4/3	..	..	..	..	..	..	5/–	..		..
Calais (Lowest	4/–	4/–	4/3	..	..	4/9	4/9	4/3	5/–	5/–	4/4½		..
Calais (Highest	..	4/7½	4/4½	..	..	5/–	5/6	4/4½	5/3	5/3	5/7½		..
Boulogne ..	..	..	..	..	..	..	..	5/3	..	..	..		..
Treport ..	..	4/7½ 4/9	4/10½	4/3	..	..	5/3	..	..	..	..		..
Dieppe (Lowest	3/10½	4/6	4/4½	4/–	4/9	5/3	5/–	5/1½	5/–	5/–	5/1½		4/4½
Dieppe (Highest	4/4½	..	4/7½	..	5/–	..	5/6	..	5/6	6/6	..		4/6

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on the North French form of Charter (see page 197).

COASTING LIMITS, HAMBURG TO BREST, INCLUSIVE.—*Continued.*

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Havre	Lowest	4/–	4/3	4/3	4/–	4/6	4/10½	4/6	4/–	5/–	5/–	4/6	4/–
	Highest	4/6	5/–	4/6	4/1½	4/9	5/6	5/3	5/2	5/9	5/7½	5/3	4/7½
Duclair	..	..	6/9	..	..	..	..	..	..	..	..	..	..
Rouen	Lowest	4/7½	4/7½	5/–	4/6	5/6	5/9	5/4½	5/–	5/9	6/3	5/3	5/3
	Highest	5/–	6/–	5/9	5/3	6/–	6/3	6/3	5/3	6/6	7/–	6/9	5/6
Honfleur	Lowest	4/6	4/6	..	4/10½	4/10½	5/3	4/9	5/–	5/6	5/7½	4/9	5/–
	Highest	..	5/–	..	..	5/3	5/10½	5/10½	..	6/–	6/6	5/6	5/3
Trouville	..	..	..	..	..	..	..	..	..	..	6/–	..	..
Caen	Lowest	4/6	5/–	5/–	5/–	5/–	5/10½	5/–	4/3	5/6	6/3	5/–	5/–
	Highest	..	5/3	5/3	..	5/6	..	..	5/–	6/3	6/6	6/3	5/3
Cherbourg	..	..	..	..	..	5/–	..	..	..	..	..	..	..
Jersey	..	..	5/9	..	5/–	..	..	..	..	..	..	6/3	..
Granville	..	..	5/–	..	5/3	..	..	4/9	..	6/–	..	5/1½	..
St. Malo	Lowest	4/–	4/–	4/6	4/–	4/6	4/9	4/9	4/3	..	5/–	4/6	4/3
	Highest	4/6	4/9	5/–	..	..	..	5/6	5/3	..	5/6	5/–	..
St. Servan	..	4/6	..	4/9	..	..	..	..	..	..	..	..	..
St. Brieux	..	..	..	6/9	6/3	..	6/3	..	..	..	..	6/9	6/6
Morlaix	..	..	..	..	..	..	..	..	..	..	..	6/–	..
Brest	Lowest	4/–	4/–	4/3	4/–	4/3	4/7½	5/6	..	5/–	4/9	5/3	4/3
	Highest	4/3	4/6	..	..	5/3	5/7½	..	..	..	6/6	..	5/–

Steamers fixed on the Welsh form of Charter (see page 200).

NORTH FRENCH LIMITS, BREST TO BAYONNE.

		francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.
S. Nazaire	Lowest	4.25	4.50	4.75	5	5.37½	5.50	5	4.75	5	5.50	5	4.50
	Highest	5	6	5.75	5.25	6	6.25	6	5.12½	..	6.75	6.25	5.50
Nantes	Lowest	5	5.12½	5.87½	5.50	5.87½	6	5.87½	5.12½	6.25	6.50	5.62½	4.75
	Highest	..	6.50	6.12½	..	6.50	6.50	7	5.25	6.50	7	6	6
Chantenay	Lowest	..	5	5.75	5.25	5.75	6	6	5	5.87½	6.50	5.75	4.75
	Highest	..	6.25	5.87½	6	6	..	6.50	..	6.37½	7	6.37½	..
Sables	Lowest	4.75	..	6	4.37½	..	..	..	5	6	6.50	..	5.75
	Highest	5	..	7.75	5.75	..	..	..	..	..	..	..	..
La Rochelle	Lowest	4.37½	4.37½	5	4.75	5.50	5.50	5.87½	4.75	5	6.12½	5	5.25
	Highest	5	5.75	6.25	5	6	6	6	5	5.50	6.50	6.12½	4.87½
La Pallice	Lowest	4.25	4.25	4.75	5.50	5	5.12½	5	4.75	5	5.50	5	4.75
	Highest	..	..	..	..	5.37½	5.25	5.75	..	..	..	..	5
Rochefort	Lowest	4.25	5.37½	5.25	..	6	5.75	6.12½	5	5.25	6.37½	5.50	5.25
	Highest	..	6	5.75	..	6.25	6.12½	6.25	5.25	..	..	6.37½	5.50
Charente	Lowest	5	4.87½	6	5	5.75	6	6.25	..	5.50	6.50	6	5.25
	Highest	..	..	..	..	6.37½	6.25	6.50	..	6	..	..	..
Blayé	..	..	..	..	..	..	..	7	..	..	..	..	..
Boucau	Lowest	5.50	5.25	6	5.37½	6.25	6.25	6.37½	..	..	..	6.25	..
	Highest	..	..	..	5.50	..	..	6.62½	..	..	..	..	..
Bordeaux	Lowest	4.75	4.87½	5.25	5	5.87½	5.62½	5.75	5	5.25	6.25	5.50	4.50
	Highest	5	6.25	6.25	6	6.25	6.75	6.75	5.75	8	7.25	6.50	6
Pauillac	..	..	..	..	..	..	..	6.50	..	..	..	..	..
Bayonne	Lowest	5	..	5.25	5.50	6.25	6.25	7	6.25	5.75	..	6	5
	Highest	5.50	..	5.50	..	6.37½	6.50	..	..	6.20	..	7	..

NORTH SPANISH AND PORTUGUESE LIMITS.

Passages	..	4/6	5/–	5/3	..	..	5/6	6/6	..	5/10½ 6/3	6/6	5/4½5/9	..
Bilboa	..	..	4/–	4/6	4/4½4/6	4/9	5/1½	..	4/9	4/9	..	4/9	..
Santander	..	..	..	..	..	..	..	..	..	..	..	6/–	..
Ferrol ..	..	6/3	..	5/3 5/6	5/–	..	6/–	5/6	5/9	..	..	..	..

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on the Welsh form of Charter (see page 200).

NORTH SPANISH AND PORTUGUESE LIMITS.

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Corunna ..		5/3	5/–	..	..	6/–	..	..	..	..	..	6/–	5/– 5/6
Corcubian ..		4/9	5/6	5/3	..	..	..	6/6 7/–	..	5/6	..	5/9	5/– 5/6
Arosa Bay ..		4/–	..	..	..	..	..	..	..	..	..	..	..
Vigo	Lowest	5/3	..	4/6	5/6	6/–	6/–	5/9	..	..	6/–	5/–	5/9
	Highest	..	..	..	5/9	..	..	..	..	..	6/10½	..	..
Oporto	Lowest	5/6	6/–	..	5/6	5/9	5/10½	6/–	5/10½	..	6/–	6/4½	5/10½
	Highest	6/–	..	..	5/9	5/10½	6/3	6/3	6/–	..	6/3	..	..
Lisbon	Lowest	4/6	4/9	4/9	5/–	5/6	5/7½	5/–	5/3	5/–	5/6	5/3	4/9
	Highest	6/–	5/6	5/6	6/–	6/–	6/3	6/6	5/9	6/6	6/9	6/9	5/4½
Huelva	Lowest	5/–	5/1½	5/10½	5/6	6/–	5/9	6/–	5/6	..	6/3	5/7½	5/6
	Highest	5/1½	..	..	..	6/3	6/–	6/6	..	..	..	6/1½	..
La Laja ..		..	..	..	..	..	..	..	..	..	8/6	..	..
Seville	Lowest	5/4½	6/–	..	6/–	6/4½	6/9	6/11	..	6/4½	7/–	6/9	6/–
	Highest	5/9	..	..	..	..	..	7/3	..	7/–	7/7½	7/3	..
San Juan	(Seville)	..	..	..	6/3	..	..	..	..	..	..	..	..
Cadiz	Lowest	5/6	5/6	..	5/6	..	6/6	7/–	5/9	7/6	6/–	5/6	5/3
	Highest	6/–	5/9	..	6/9	..	6/9	..	..	..	7/3	7/3	5/6
Gibraltar	Lowest	3/9	3/9	3/9	3/9	3/10½	3/10½	3/9	3/9	4/3	4/3	4/3	5/–
	Highest	5/9	6/–	6/3	6/10½	6/10½	7/–	7/–	6/7½	7/3	7/3	7/–	6/–
Villa Real ..		6/–	..	..	..	..	..	..	..	..	..	..	..

NEAR MEDITERRANEAN LIMITS.

Malaga ..	..	..	..	..	..	..	..	..	7/–	..	..	6/3 6/9	..
Almeria ..	..	..	..	..	8/–	..	..	..	..	..	7/6	..	..
Villaricos ..	..	8/–	..	..	..	..	..	..	..	..	..	..	..

Aguilas ..		7/–	..	7/6	8/–	..	..	9/–	..	..	..	8/3	7/6	7/9
Mazarron ..		6/3	..	..	..	..	..	..	..	..	..	..	..	..
Carthegena ..		7/6	..	7/–	7/3 8/–	..	..	8/–	..	9/6	..	..	..	..
Torreveija ..		..	..	..	7/9	..	..	..	..	..	..	..	..	..
Alicante ..		..	6/3	..	..	..	..	8/–	..	..	..	8/3	..	..
Gandia ..		6/–	..	..	..	..	9/3	9/–	..	..	..	..	6/6	
Valencia	Lowest	5/7½	5/7½	6/9	..	8/–	7/6	9/–	6/–	7/6	7/6	6/–	6/–	
	Highest	6/–	6/–	..	..	..	8/–	..	8/–	..	..	..	7/–	
Palma de Mallorca		..	6/6	7/6	..	..	8/–	..	..	8/6	..	..	..	
Vinaroz ..		..	7/9	..	..	..	..	..	..	..	..	..	7/3	
Tarragona	Lowest	5/9	..	7/7½	6/9	..	8/3	..	6/–	8/7½	8/6	8/–	7/3	
	Highest	7/–	..	..	9/–	..	9/–	..	8/3	8/10½	..	..	..	
Barcelona	Lowest	6/10½	7/–	7/3	7/6	7/10½	7/6	6/10½	6/6	7/10½	8/6	7/1½	6/9	
	Highest	7/6	7/9	7/6	8/6	8/6	9/–	8/3	6/9	8/6	9/–	8/6	7/–	
Port Mahon ..		..	..	..	..	..	..	..	..	..	8/3	..	..	
Marseilles	Lowest	6.75 fcs.	7.12½ fs.	7.50 fcs.	7.87½ fs.	7.87½ fs.	7.50 fcs.	7 fcs.	6.25 fcs.	7.50 fcs.	9 fcs.	7.50 fcs.	7.50 fcs.	
	Highest	7.50 fcs.	8.75 fcs.	9 fcs.	9 fcs.	8.50 fcs.	9 fcs.	8.50 fcs.	7 fcs.	9 fcs.	10 fcs.	9 fcs.	8 fcs.	
Nice ..		..	..	..	..	..	..	..	..	..	9/6	..	..	
Monaco ..		..	..	..	..	..	..	..	..	9/–	..	..	10.25 fs.	
Savona	Lowest	6/10½	6/7½	7/9	7/7½	7/3	7/–	6/–	5/6	5/9	7/7½	6/10½	6/6	
	Highest	7/6	8/9	9/–	8/–	7/10½	8/6	8/–	6/1½	6/3	8/9	8/3	7/3	
Genoa	Lowest	6/4½	6/6	7/7½	7/1½	7/–	6/9	6/–	5/6	5/9	7/7½	6/–	6/6	
	Highest	7/6	9/–	9/–	8/3	8/–	8/6	8/–	6/9	8/6	9/–	8/3	7/6	
Spezzia	Lowest	6/10½	6/10½	7/6	7/–	7/1½	7/4½	6/–	5/6	5/9	7/3	6/9	6/–	
	Highest	7/6	8/9	8/9	8/3	..	8/6	8/–	6/1½	8/1½	8/9	8/3	7/3	
Leghorn	Lowest	6/–	6/2½	7/6	7/–	7/–	7/–	6/–	5/–	6/3	7/6	6/9	6/4½	
	Highest	7/3	8/9	8/3	8/–	8/–	8/–	8/–	6/–	8/1½	8/6	7/9	7/3	
Porto Ferrajo ..		..	..	..	..	6/9	6/–	6/–	..	6/9	..	..	..	
Civita Vecchia	Lowest	7/–	7/–	..	7/10½	7/9	7/3	6/3	5/10½	..	8/6	7/3	7/–	
	Highest	7/6	7/4½	..	8/–	8/–	8/–	7/9	..	..	8/9	8/9	..	
Naples	Lowest	6/–	6/1½	6/9	7/–	6/3	6/3	5/3	5/–	6/–	7/6	6/4½	6/4½	
	Highest	7/–	7/9	7/9	7/6	7/4½	7/3	8/–	5/6	7/–	8/3	8/3	7/–	

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on the Welsh form of Charter (see page 200).

NEAR MEDITERRANEAN LIMITS.—*Continued.*

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Torre Annunziata	Lowest	6/9	7/–	7/6	7/3	7/3	7/3	6/–	5/3	..	8/–	7/–	6/6
	Highest	7/3	7/9	7/9	7/10½	8/–	8/–	7/9	6/–	..	8/6	8/6	7/–
Castellamare ..		..	..	..	..	..	..	..	..	8/9	..	..	..
Salerno ..		7/–	..	8/–	..	8/–	8/6	..	..	8/9	9/–9/1½	..	..
Bastia ..		..	..	..	..	..	..	9 fcs.	..	..	10 fcs.	..	..
Cagliari	Lowest	..	..	7/4½	7/4½	7/6	8/3	7/9	..	7/9	9/–	..	7/–
	Highest	..	..	..	7/9	..	..	..	..	8/3	..	..	..
Golfo Aranci ..		..	..	..	..	..	..	..	..	..	9/9	..	..
Carloforte ..		..	..	..	..	6/–	..	..	..	..	8/6	8/–	..
Palermo	Lowest	7/–	7/4½	7/–	7/3	7/–	7/–	6/3	5/9	7/9	8/6	7/6	6/9
	Highest	..	7/6	7/6	7/9	8/–	7/9	7/6	6/3	8/6	9/–	..	..
Milazzo ..		..	..	..	..	..	..	..	..	..	9/–	..	..
Messina	Lowest	6/9	7/4½	7/–	7/3	7/–	7/3	6/3	..	..	8/–	7/3	6/6
	Highest	7/–	7/6	7/3	..	8/–	7/9	8/6	..	..	9/–	8/3	7/–
Sicily ..		6/6	..	..	..	..	..	..	..	..	9/–	..	..
Catania	Lowest	7/–	7/4½	7/–	7/3	7/–	7/9	7/7½	5/6	..	8/9	..	7/–
	Highest	..	7/6	7/3	..	7/1½	..	..	..	..	9/–	..	..
Syracuse ..		..	..	..	..	..	..	6/3 6/4½	..	..	..	..	..
Licata ..		7/6	..	..	..	..	..	8/6	..	..	..	..	..
Porto Empedocle		..	7/3	..	..	..	..	8/–	..	..	10/–	..	..
Malta	Lowest	4/3	4/4½	5/–	5/–	4/9	5/3	4/9	3/9	4/6	6/–	5/3	5/3
	Highest	5/3	7/3	6/–	6/–	6/–	6/9	6/3	4/1½	6/–	7/3	7/–	6/3
Reggio ..		7/–	..	7/9	..	..	..	6/6	..	7/9 8/–	..	..	..
Taranto ..		..	..	..	..	..	6/4½	..	..	..	..	7/3	6/6

Brindisi	Lowest	6/9	7/3	7/1½	7/–	6/9	7/3	..	5/–	6/9	8/–	7/–	6/7½
	Highest	6/10½	..	..	..	..	..	..	6/–	..	9/–	8/–	..
Bari	..	..	..	..	7/9	7/9	..	8/3	..	6/6	8/7½	..	7/9
Ancona	Lowest	7/6	7/6	8/–	8/3	8/–	8/3	6/6	6/4½	8/–	8/7½	8/–	7/10½
	Highest	..	8/10½	8/6	8/6	8/3	8/6	8/4½	6/7½	8/6	10/–	..	..
Venice	Lowest	7/3	7/6	8/–	8/3	7/10½	7/–	6/6	6/4½	7/6	8/–	8/–	7/6
	Highest	7/9	9/–	8/9	9/–	8/9	9/–	8/6	7/1½	8/10½	9/6	9/3	8/3
Trieste	Lowest	7/9	8/6	7/6	7/6	7/3	7/6	7/–	6/6	8/–	9/6	8/–	7/6
	Highest	..	..	..	..	8/6	..	8/–	6/9	8/3	..	8/6	..
Fiume	Lowest	..	7/6	8/3	..	7/–	7/6	8/–	6/6	..	9/6	8/6	..
	Highest	..	8/3	..	..	..	..	..	7/–	..	..	..	..

UPPER MEDITERRANEAN LIMITS.

Corfu	..	..	..	..	..	..	..	..	7/3	..	..	..	..
Patras	..	..	..	..	8/–	..	..	..	..	..	8/3	..	..
Navarino	..	..	..	..	..	..	..	..	4/6	..	..	..	..
Salamis	..	..	..	..	..	..	7/–	..	..	..	..	..	..
Piræus	Lowest	6/–	7/–	6/6	6/6	6/4½	7/–	6/9	5/–	6/4½	7/6	7/9	7/6
	Highest	6/3	7/6	7/–	6/9	6/6	..	7/9	5/3	7/–	8/3	8/–	7/9
Ergasteria	..	..	8/3	..	..	..	..	..	..	..	..	..	..
Andros	..	..	..	..	..	..	7/6	..	..	..	..	..	..
Syra	..	..	6/9	6/6	..	6/4½	7/–	6/9	..	6/4½6/6	7/6	..	7/6
Zea	..	..	..	6/4½ 6/7½	6/3	5/9	7/3	..	..	..	..	7/9	7/3
Volo	..	..	..	..	..	..	..	..	6/3	..	..	..	..
Salonica	..	..	..	..	..	..	..	..	..	..	..	8/–	..
Haidar Pacha	..	..	..	..	..	6/6	..	6/–	..	..	..	7/10½	7/9
Constan-	Lowest	6/–	6/–	6/3	6/3	6/–	5/6	5/6	5/–	5/3	7/9	7/9	7/6
tinople	Highest	6/3	7/6	7/–	6/6	6/6	7/3	6/–	5/3	7/3	8/–	8/–	7/9
Varna	..	..	..	..	6/9	..	7/6	7/3 7/6	5/9	..	8/9 9/–	8/9	..
Kustendje	..	6/6	7/6	..	..	6/6 7/–	..	..	..	7/9	..	9/–	..
Sulina	..	..	..	..	6/9	..	7/3	7/3	6/9 7/–	..	9/–	..	..
Galatz	..	..	..	..	..	6/10½	..	7/9	6/9	..	..	..	..

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on the Welsh form of Charter (see page 200).

UPPER MEDITERRANEAN LIMITS.—*Continued.*

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Ibrail	..	..	..	..	..	..	..	7/9	6/9	..	..	..	..
Danube	Lowest	..	6/10½	7/6	7/1½	6/9	..	7/6	6/9	8/–	8/6	..	..
	Highest	..	..	..	7/4½	7/3	..	7/9	7/–	..	10/6	..	..
Smyrna	Lowest	..	6/–	..	7/–	..	7/–	..	5/3	..	8/–	..	..
	Highest	..	7/–	..	..	..	..	..	5/6	..	8/3	..	..
Marmarice	..	..	..	..	..	..	7/–	..	..	..	..	..	..
Beyrout	Lowest	7/6	..	8/3	..	8/3	..	..	7/6	..	..	9/3	..
	Highest	7/9	..	..	..	8/9	..	..	..	..	..	..	..
Port Said	Lowest	5/9	5/7½	6/1½	6/–	5/9	5/9	4/10½	4/7½	6/–	6/6	7/6	7/3
	Highest	6/4½	7/–	6/6	6/3	6/–	7/–	6/6	4/10½	7/–	8/3	8/3	7/6
NORTH AFRICAN, &c. (MED.) LIMITS, ALEXANDRIA TO CEUTA.													
Alexandria	Lowest	6/–	5/9	6/6	6/–	6/–	6/–	6/–	5/2	5/2	7/4½	7/6	7/3
	Highest	6/9	7/9	7/9	7/9	6/9	7/6	7/–	6/3	7/6	8/9	8/–	7/9
Sfax	..	..	8 fcs.	..	..	..	..	10.25 fs.	..	11 fcs.	..	11 fcs.	9 fcs.
Tunis	Lowest	8.50 fcs.	7.75 fcs.	..	10 fcs.	10 fcs.	..	..	9.75 fcs.	11 fcs.	11 fcs.	9.50 fcs.	9.25 fcs.
	Highest	..	8.50 fcs.	..	10.50 fs.	..	..	..	..	..	11.50 fs.	10 fcs.	..
Sousse	..	..	8 fcs.	..	..	..	..	..	..	..	..	..	..
Bizerta	..	6/6	8.25 fcs.	..	..	..	..	..	..	..	..	..	..
Bona	..	7.25 fcs.	7 fcs.	8 fcs.	..	9 fcs.	8.12½ fs.	..	..	..	10 fcs.	..	8 fcs.
Phillipville	..	..	8.25 fcs.	8.50 fcs.	..	..	9.50 fcs.	..	..	9.50 fcs.	..	..	..
Algiers	Lowest	6 fcs.	6.25 fcs.	6.75 fcs.	6.75 fcs.	8.25 fcs.	7.50 fcs.	6.50 fcs.	6 fcs.	7 fcs.	7.50 fcs.	7 fcs.	6.75 fcs.
	Highest	8 fcs.	7.25 fcs.	7.50 fcs.	8.50 fcs.	7.50 fcs.	8.75 fcs.	8.12½ fs.	7.25 fcs.	8.75 fcs.	9.75 fcs.	8 fcs.	7.50 fcs.
Oran	Lowest	6.25 fcs.	6.25 fcs.	8.25 fcs.	7 fcs.	7.75 fcs.	7.50 fcs.	7.50 fcs.	6 fcs.	8 fcs.	8.75 fcs.	8.50 fcs.	7.50 fcs.
	Highest	8 fcs.	7.25 fcs.	..	8.50 fcs.	8.50 fcs.	8.50 fcs.	7.75 fcs.	..	9.25 fcs.	..	..	..

WEST AFRICAN LIMITS, CEUTA TO CAPETOWN.

Azores	..	..	..	..	7/3	..	..	..	..	..	7/6	6/7½	..
Fayal	..	..	7/3	..	..	..	..	..	..	..	..	8/3	..
Tangiers	..	..	..	..	..	..	..	9/–	..	..	..	10/3	..
Casablanca	..	..	..	..	..	..	..	..	..	..	..	9/6	..
St. Michaels	..	..	..	..	..	6/10½	..	..	8/–	8/6	..	..	..
Madeira	Lowest	6/3	6/9	6/9	6/10½	7/–	7/–	7/–	7/–	7/–	7/–	6/6	5/9
	Highest	7/3	..	7/–	7/6	7/4½	7/6	7/6	7/6	7/9	7/9	7/6	7/–
Teneriffe	Lowest	6/6	6/9	6/9	6/9	7/–	7/–	7/–	7/–	7/–	7/–	6/4½	5/9
	Highest	6/10½	7/–	7/6	7/3	7/4½	7/3	7/3	..	7/6	7/7½	7/6	7/6
Las Palmas	Lowest	6/6	6/7½	6/6	7/–	7/–	7/–	7/–	7/–	7/–	7/6	6/3	5/9
	Highest	6/9	7/–	7/6	7/6	7/6	7/6	7/6	7/6	7/6	8/6	7/6	7/6
Cape de Verdes	Lowest	7/1½	7/6	7/6	7/6	7/6	7/6	7/6	7/6	7/6	7/9	7/4½	6/3
	Highest	7/3	..	..	7/9	..	..	..	..	..	8/6	8/–	6/6
St. Vincent	Lowest	7/1½	7/1½	7/6	7/–	7/–	7/–	7/–	7/6	8/–	7/7½	6/10½	6/3
	Highest	7/6	7/3	7/9	7/9	8/6	7/9	7/6	..	7/6	8/6	8/–	8/–
Dakar	Lowest	7/3	7/–	7/–	7/6	8/–	9/4½	9/6	10/3	..	9/–	7/3	7/–
	Highest	..	7/3	..	..	..	..	..	..	..	10/6	7/6	..
Lagos	..	4/–	..	..	..	..	..	..	..	..	..	..	..
Porto Praya	..	..	..	8/–	..	..	..	..	..	8/6	..	..	..
St. Paul do Loando	..	..	..	..	..	..	13/–	15/–	..	..	15/–	14/–	..

EAST AFRICAN LIMITS, CAPETOWN TO SUEZ.

Capetown	..	..	11/–	..	..	..	..	..	..	..	..	..
Simonstown	..	12/6	..	..	..	13/–	..	..	..	13/–	14/–	..	..
Diego Saurez	..	10/3	..	..	11/–	..	11/–	..	..	..	..	12/–	..
Reunion	..	..	..	..	..	12/–	..	..	..	..	..	..	11/6
Zanzibar	..	..	..	..	..	..	..	..	..	..	15/–	..	..
Killindini	..	..	..	..	..	..	..	..	..	..	15/–	..	..
Seychelles	..	..	..	..	..	..	..	..	..	..	15/–	..	..
Djibouti	..	..	..	..	9/–	..	..	..	..	8/3	..	..	..
Massowah	..	..	..	..	..	10/–	..	..	..	..	..	..	..
Suez	..	..	..	..	..	10/–	..	..	..	9/–	..	11/6	..

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on Welsh form of Charter (see page 200).

RED SEA, PERSIAN GULF, INDIAN, &c., LIMITS TO SINGAPORE.

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Aden	Lowest	8/6	7/9	8/6	9/–	9/–	8/3	8/4	8/–	8/3	9/4	10/–	..
	Highest	..	8/6	..	..	..	..	8/6	..	..	..	10/6	..
Suakim	..	9/–	..	9/6	..	..	9/–	..	..	..	10/6	12/–	11/–
Bombay	Lowest	..	..	10/–	9/6	..	..	8/9	..	8/–	11/–	11/–	10/–
	Highest	..	..	..	9/9	..	..	..	..	..	11/6	..	10/6
Colombo	Lowest	8/–	8/–	9/6	9/–	9/6	8/9	9/–	7/9	8/9	9/–	9/4½	9/9
	Highest	..	9/9	9/9	10/–	10/–	10/6	9/9	8/9	9/–	11/6	..	10/9
Singapore	..	..	..	..	10/6 11/-	..	10/6	..	10/6	11/6	10/–	..	..	11/–

FAR EAST LIMITS, EAST OF SINGAPORE.

Java	..	..	..	10/– 10/3	..	..	..	..	..	..	..	..	..
Hong Kong	Lowest	13/9	13/9	..	..	21/–	14/–	13/9	13/9	..	13/6	12/10½	..
	Highest	15/–	14/3	..	..	..	..	..	..	..	..	13/4½	..
Shanghai	..	17/–	..	..	..	..	17/3	16/6	..	..	..	..	..
Tsingtau	..	..	..	..	..	22/–	..	..	..	..	..	..	..
Japan (2 Ports)	..	..	..	..	17/3	21/6	..	..	..	..	..	..	..

NORTH AND SOUTH AMERICA, PACIFIC PORTS LIMITS.

San Francisco	..	..	22/6	..	..	..	..	..	..	..	..	..	..
Punta Avenas	..	..	..	..	..	..	..	..	..	..	..	20/– 21/–	..
Iquique	..	23/–	..	21/6	..	..	..	..	..	..	..	..	..
Antofagasta	..	..	..	..	..	..	..	22/9	..	..	..	..	..
Valparaiso	..	..	..	..	..	..	..	21/9	..	..	..	..	..
Chili	..	..	..	21/6	..	..	..	..	..	..	..	20/6	..

Bahia Blanca	Lowest	13/9	11/9	..	..	14/9	16/3	17/6	17/9	16/3	13/–	14/–	..
	Highest	..	13/9	..	..	15/–	..	..	..	17/–	16/–	16/3	..
River Plate	Lowest	11/6	11/6	12/–	13/6	14/–	14/6	16/6	13/–	12/9	12/9	9/9	8/–
	Highest	14/3	12/6	13/6	15/–	14/9	16/–	18/–	18/–	17/–	18/–	13/3	9/9
La Plata	Lowest	13/–	11/6	12/3	13/9	14/6	14/9	16/–	17/9	13/6	14/6	9/6	..
	Highest	14/–	12/4½	13/6	15/–	14/9	16/–	17/6	18/–	17/3	16/–	10/6	..
Buenos Ayres	Lowest	13/6	11/7½	12/–	12/3	13/9	12/6	14/6	14/6	16/–	15/3	12/6	7/9
	Highest	14/9	14/–	14/3	13/9	15/–	15/–	17/6	18/–	18/–	17/6	17/3	15/–
Campana	..	14/–	12/9	..	..	..	16/3 17/6	..	..	14/6	..	9/6	..
Zarate	Lowest	14/–	..	14/–	..	..	16/–	..	18/6	16/–	16/–	..	..
	Highest	14/6	..	15/–	..	..	..	..	18/9	..	..	..	..
Villa Constitucion		14/–	..	..	..	..	16/3	16/6 17/–	..	14/6	14/3	9/6	..
Rosario	Lowest	14/6	13/3	13/3	13/–	15/6	15/6	17/–	17/9	14/6	17/9	12/–	10/–
	Highest	..	14/3	15/–	14/6	16/–	16/–	18/6	..	20/–	18/6	15/6	10/6
Bajara Grande	..	..	..	..	..	..	..	..	..	15/6 17/6	..	..	..
Parana	Lowest	12/–	..	..	15/3	14/6	..	..	..	15/6	..	..	..
	Highest	12/6	..	..	..	..	..	..	..	17/6	..	..	..
Santa Elena	..	..	17/6	..	..	..	..	..	..	..	..	..	..
Colastine	..	15/–	15/–	15/–	..	17/9	..	..	..	..	..	12/6	..
Monte Video	Lowest	13/–	12/3	11/7½	11/6	14/4½	14/3	15/–	15/–	15/6	16/–	12/6	9/9
	Highest	14/6	14/6	13/3	13/6	15/–	14/9	17/–	17/10½	18/6	18/–	17/3	13/6
Santos	Lowest	15/6	15/–	13/6	14/9	15/10½	16/–	..	17/–	16/6	15/–	12/6	..
	Highest	16/–	15/6	15/3	16/9	16/6	..	..	17/4½	17/6	18/–	15/6	..
Santa Catherina	..	..	..	..	..	..	..	..	..	..	..	15/3	..
Rio de Janeiro	Lowest	13/6	13/–	13/–	12/9	13/9	13/9	14/–	14/–	14/–	14/6	13/–	9/3
	Highest	14/6	14/7½	14/9	15/3	14/–	17/–	14/6	14/6	14/6	16/1½	15/6	14/3
Bahia	Lowest	14/9	..	..	14/–	13/10½	14/4	..	14/9	..	16/–	11/6	10/6
	Highest	..	..	..	..	14/9	14/9	..	15/6	..	16/3	..	..
Pernambuco	Lowest	14/3	14/–	14/–	14/–	14/6	13/9	..	15/–	..	15/4½	11/6	10/6
	Highest	14/9	..	..	..	..	..	..	..	..	16/–	..	11/–

COAL FREIGHTS (STEAMERS), 1907, CARDIFF, NEWPORT, AND PORT TALBOT.

Steamers fixed on the Welsh form of Charter (see page 200).

NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.—*Continued.*

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Boca	Lowest	..	..	..	13/9	14/6	14/9	17/–	..	..	..	..	..
	Highest	..	..	..	15/–	14/9	15/9	17/6	..	..	..	..	..
Para	Lowest	12/6	12/3	..	12/10½	..	..	..	10/4½	13/9	..	11/3	..
	Highest	13/–	12/6	..	13/7½	..	..	14/6	15/10½	..	..	13/–	..
Manaos	..	..	..	..	..	..	..	..	..	..	18/6	..	..
Demerara	..	..	..	7/1½	..	..	..	..	..	..	..	..	..
Port Limon	..	..	..	..	..	..	..	..	11/9	..	10/6	..	..
Trinidad	..	10/6	9/6	..	..	..	..	..	..	..	..	..	..
Barbados	..	10/9	..	..	..	..	..	..	..	..	10/6	..	..
Havana	..	..	..	..	..	..	..	..	12/–	..	9/3	8/3	..
Dominica	..	10/6 10/9	..	..	..	..	..	..	..	..	..	..	..
Vera Cruz	..	..	..	..	..	..	..	..	8/9	..	..	..	..
Bermuda	..	8/–	8/–	8/–	8/3	7/9	9/3	..	..	..	..	..	..
Halifax	..	..	..	..	6/–	..	..	..	..	..	..	..	..

COAL FREIGHTS (STEAMERS), 1907, SWANSEA, NEATH, AND LLANELLY.

ARCTIC, BALTIC AND NORTH SEA, PORTS NORTH OF HAMBURG.

Steamers fixed on Welsh form of Charter (see page 200.)

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Hommelvik ..	..	..	..	..	..	..	..	..	..	..	6/6	..
Helsingborg ..	..	..	..	..	..	..	..	..	..	..	7/6	..
Malmo ..	..	..	..	..	..	..	..	7/–	..	..	..	..
Wisby ..	..	..	5/– 5/6	..	5/3	..	6/3	7/6	7/6	..	..	..
Stockholm ..	..	..	..	5/–	5/3 5/6	..	5/6	..	..	7/3	..	7/–
Sundsvaal ..	..	..	..	..	..	..	..	7/6	..	7/9 8/3	..	..
Helsingfors ..	..	..	..	..	..	..	7/–	..	..	..	..	..
Cronstadt ..	..	..	..	..	5/3	7/3	6/6 7/3	..	7/–	..	..	..
Konigsberg ..	7/–	..	..	..	..	..	8/–	8/–	..	9/–	..	..
Stettin (Lowest	6/3	5/3	5/–	5/–	5/3	5/3	5/9	..	6/7½	6/–	6/3	5/9
Stettin (Highest	..	6/3	5/3	5/7½	..	..	5/10½	..	7/–	7/–	7/6	7/–
Swinemunde ..	..	..	..	4/10½	..	..	..	..	..	..	..	..
Kiel ..	..	..	..	..	..	..	6/6	..	..	..	..	..
Aarhus ..	..	6/–	..	..	5/6	..	..	..	..	..	..	..
Copenhagen ..	..	6/–	..	5/–	..	..	..	6/6	..	7/–	..	..

COASTING LIMITS, HAMBURG TO BREST, INCLUSIVE.

Steamers fixed on North French form of Charter (see page 197).

Hamburg ..	..	..	..	5/9	..	..	6/6	..	..	..	..	..
Harburg ..	..	..	5/7½	5/3	5/3	..	..	..	..	..	6/3	5/3
Bremerhaven ..	..	..	..	..	..	..	6/6	6/–	..	6/– 6/6	5/9	..
Harlingen ..	..	..	..	..	..	..	..	6/6	..	..	..	..
Amsterdam ..	..	..	..	..	..	..	..	..	..	..	..	5/3

COAL FREIGHTS (STEAMERS), 1907, SWANSEA, NEATH, AND LLANELLY.

COASTING LIMITS, HAMBURG TO BREST, INCLUSIVE.—*Continued.*

Port of Destination.		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Rotterdam ..		..	..	..	4/9 5/-	4/6	..	..	..	..	..	..	..
Zeebrugge ..		..	..	..	..	..	..	5/-	..	..	5/6	..	..
Dunkirk ..		..	..	..	..	..	..	..	..	..	..	5/10½	..
Buologne ..		..	5/-	..	5/6	5/-	..	5/3 6/-	4/10½	5/6 5/10½	6/-	5/-	..
St. Valery ..		10/-	10/-	..	8/6	..	..	..	..	10/-	..	..	..
Treport ..		..	..	..	..	..	..	..	..	..	5/3 6/6	..	..
Dieppe	Lowest	4/9	4/9	4/9	4/6	4/9	5/3	6/-	4/6	5/9	5/6	5/-	4/6
	Highest	5/3	5/6	7/9	5/6	5/3	6/-	5/3	5/6	6/3	6/9	5/9	5/-
Fecamp	Lowest	5/3	5/7½	6/-	5/1½	5/6	6/-	..	5/3	6/3	6/9	5/6	5/3
	Highest	5/6	5/9	..	5/3	..	..	..	..	6/6	..	..	..
Havre	Lowest	4/-	4/6	4/-	4/3	4/9	4/9	4/6	4/9	5/3	5/6	4/6	4/1½
	Highest	5/-	5/1½	4/9	4/9	5/3	5/9	5/6	5/3	5/6	6/9	6/-	4/9
Caudebec ..		..	..	..	..	..	..	..	..	..	..	7/-	..
Rouen	Lowest	4/10½	5/3	5/-	5/-	5/3	5/6	5/3	5/-	5/7½	6/-	5/4½	4/9
	Highest	6/3	6/3	6/3	5/9	6/-	6/9	6/9	6/9	7/-	7/6	7/-	6/-
Honfleur	Lowest	5/-	5/-	4/10½	5/-	5/-	5/3	5/4½	5/3	6/-	6/3	6/7½	5/1½
	Highest	5/3	5/9	6/3	..	5/3	6/-	6/-	..	6/6	7/-	..	5/6
Trouville	Lowest	5/6	5/4½	5/10½	5/-	..	5/6	5/4½	5/9	6/6	6/6	5/3	..
	Highest	6/-	5/7½	6/-	7/6	..	6/-	..	..	..	6/9	..	..
Caen	Lowest	4/6	4/6	5/-	4/9	5/-	5/3	5/-	4/9	6/-	6/-	5/-	5/-
	Highest	5/-	5/9	5/9	5/4½	5/6	6/-	6/3	5/9	6/6	6/6	6/6	5/6
Cher-	Lowest	5/9	6/-	5/9	5/6	5/6	5/9	6/-	6/-	6/6	6/7½	6/-	5/-
bourg	Highest	6/-	..	6/-	5/10½	5/9	..	..	..	6/9	7/-	7/1½	5/9
Guernsey ..		5/6	5/6 6/-	6/- 6/3	5/-	..	..	..	5/3	..	5/3 6/-	5/9	5/3
Jersey ..		..	..	..	..	..	..	5/3	..	..	..	..	..

Granville ..		5/6	..	6fs. 6/–	5/4½	..	5/6	..	..	6/6	..	..	..
St. Malo	Lowest	4/3	5/–	4/9	4/–	4/6	4/10½	5/–	4/4½	5/6	5/6	4/6	4/6
	Highest	..	5/3	5/3	5/–	4/9	6/1½	5/9	5/6	..	6/6	5/6	5/3
St. Servan ..		..	..	..	..	..	..	..	..	7/–	..	..	..
St. Brieux ..		6/9	..	6/9	..	..	..	..	6/6	6/10½	..	6/6	..
Treguier ..		..	..	..	..	..	..	..	..	..	..	..	9 fcs.
Brest ..		4/–	4/9	4/9	4/1½	..	5/1½	..	..	5/3	..	..	4/3

NORTH FRENCH LIMITS, BREST TO BAYONNE.

Steamers fixed on Welsh form of Charter (see page 200).

		francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.	francs.
S. Nazaire	Lowest	4.50	4.75	6	5.25	6	6	5.25	5.25	..	6.75	5.25	5.25
	Highest	5	6.25	..	..	6.25	6.12½	6.25	..	..	7	6.25	..
Nantes	Lowest	5.25	5.25	6	5.75	6.50	6.62½	7	..	6.50	6.75	5.75	5.50
	Highest	..	6.75	..	..	..	6.75	..	..	7	7.37½	7.25	..
Chantenay	Lowest	5.12½	5.25	6.25	..	6.25	6.25	6.75	..	6	6.75	6	..
	Highest	..	6.50	..	..	6.50	..	..	..	..	..	..	..
Sables	Lowest	..	5.75	6.87½	5.75	6	6.50	6.40	..	7	7.37½	6.50	5.50
	Highest	..	6.25	..	..	6.25	..	7.25	..	8	..	7	6.37½
Marans ..		7	6.75	..	6 7.50	..	..	..	..	..	..	..	..
La Rochelle	Lowest	4.62½	4.75	5.75	5	5.50	5.75	5.87½	5	5.25	6.50	5	..
	Highest	5.25	6	..	5.40	6	6	6.50	5.25	5.62½	6.75	6.50	..
La Pallice	Lowest	..	6	5.50	5.25	6	6	6.25	..	5.75	6.50	6	4.75
	Highest	..	..	5.75	..	..	..	..	..	..	6.75	6.25	..
Rochefort	Lowest	4.75	6	6	5.25	6.25	..	5.75	5	6	6.75	6	5
	Highest	5.50	6.50	..	5.50	..	..	6.50	5.50	..	7	..	..
Charente	Lowest	5	5.50	6	..	5.25	6.55	..	..	..	7.25	6.25	6
	Highest	..	6.25	..	..	6	..	..	..	..	7.50	..	..
Bordeaux	Lowest	4.87½	6.50	5.75	5.50	6	6.50	6	5.75	5.75	6.25	6	5.25
	Highest	5.75	..	7	6	6.50	6.75	7	6.75	..	7.50	6.50	6
Arcachon ..		..	..	..	7.25	..	..	..	..	..	..	..	..
Bayonne ..		5.75 6	5.75	6.50	6.50	6.75	7	..	6	..	7.50	..	8.25

COAL FREIGHTS (STEAMERS), 1907, SWANSEA, NEATH, AND LLANELLY.

Steamers fixed on Welsh form of Charter (see page 200).

NORTH SPANISH AND PORTUGUESE LIMITS.

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Passages ..	5/3	5/–	6/–	..	..	..	..	..	..	..	..	5/3
Oporto ..	6/–	6/–	6/6	..	..	..	6/9	..	..	..	..	..
Huelva ..	..	..	..	..	..	..	..	..	..	..	7/–	..
Seville ..	..	..	..	..	..	..	..	..	..	..	7/4½	..
Gibraltar ..	..	..	..	..	6/9	..	..	..	..	..	..	..

NEAR MEDITERRANEAN LIMITS.

Almeria ..		..	..	..	..	7/6	..	..	..	..	8/– 8/3	..	6/6
Alicante ..		6/3	..	..	7/9	..	..	9/–	..	..	..	7/6	..
Denia ..		..	..	..	..	..	..	..	..	..	..	..	7/6
Valencia	Lowest	5/9	6/–	6/–	6/10½	8/–	..	7/7½	6/–	7/9	8/–	7/–	..
	Highest	6/3	6/3	7/–	7/–	8/9	..	8/3	8/–	..	..	7/6	..
Tarragona	Lowest	5/9	..	..	..	9/–	..	..	6/–	..	..	..	..
	Highest	7/6	..	..	..	..	..	..	6/10½	..	..	..	..
Barcelona	Lowest	7/6	7/3	7/10½	8/–	8/3	..	9/–	6/9	8/6	9/–	7/3	..
	Highest	..	..	..	9/–	9/–	..	..	7/6	9/3	9/6	8/–	..
Marseilles	Lowest	7.50 fcs.	7.12½ fs	..	8.25 fcs.	9 fcs.	8 fcs.	8 fcs.	..	9 fcs.	9.75 fcs.	8 fcs.	8 fcs.
	Highest	..	8.75 fcs.	..	8.50 fcs.	..	8.75 fcs.	8.50 fcs.	..	9.12½ fs.	10.25 fs.	8.50 fcs.	..
Toulon ..		..	..	..	..	8/6	..	..	..	..	..	7/6	..

Nice	..	..	..	..	9/–	8/6	..	..	..	7/6	8/–	9/3	9/6	9/–	..
Savona	Lowest	7/3	..	7/9	8/6	7/6	7/6	6/10½	6/6	6/–		8/6	7/9	7/3
	Highest	7/10½	..	8/6	8/7½	8/4½	7/9	..	6/9	8/6		9/–	..	..
Genoa	Lowest	6/10½	..	7/9	7/9	7/6	7/–	6/10½	6/–	6/–		8/1½	7/7½	7/–
	Highest	7/10½	..	8/–	8/7½	8/9	8/1½	7/9	6/9	8/6		8/7½	8/3	7/3
Spezzia	Lowest	7/–	..	..	7/8	7/9	8/–	6/6	..	6/–		8/6	8/–	6/9
	Highest	7/3	..	..	8/6	8/4½	8/1½	7/–	..	8/6		8/7½	..	7/3
Leghorn	Lowest	6/9	7/1½	7/9	7/9	7/9	8/–	7/6	..	6/–		..	7/7½	..
	Highest	7/10½	7/7½	7/10½	..	8/9	..	..	..	6/9		..	8/–	..
Civita Vecchia	Lowest	..	..	..	8/6	8/3	..	7/6	7/–	..		9/1½	8/–	..
	Highest	..	..	..	..	8/6	..	..	..	..		9/6	9/–	..
Naples	Lowest	..	7/4½	7/6	7/6	7/3	..	7/4½	6/3	7/3		..	..	6/9
	Highest	..	..	7/9	..	..	..	7/9	..	..		..	..	..
Torre Annunziata		7/3	..	..	..	8/–	8/–	..	..	7/–		..	..	..
Cagliari ..		..	6/9	..	..	..	..	8/6	..	..		..	7/9	..
Trapani ..		..	..	..	8/3	9/–	..	..	..	..		9/3	..	8/6
Palermo ..		..	8/–	..	..	9/–	..	..	7/4½	9/–		9/3	..	7/3
Messina ..		..	..	7/3	..	..	8/3	8/–	..	..		9/–	8/6	7/3 8/–
Catania ..		6/9	..	..	7/6	7/9	..	7/–	6/3 6/9	..		8/3 8/6	8/6	7/–
Licata ..		7/6	..	..	..	8/6	..	..	..	..		..	9/–	..
Porto Empedocle		8/–	..	..	8/3	..	..	..	..	..		10/3	..	..
Taranto ..		..	..	..	8/3	..	..	..	6/10½	..		..	..	8/–
Bari ..		..	8/– 9/–	..	..	9/–	8/9	7/9	..	8/6		..	8/6 9/–	..
Barletta ..		..	9/–	..	9/3	..	8/9	..	..	..		..	9/–	..
Guilianover ..		..	..	..	10/–	..	..	..	..	..		..	..	..
Ortona ..		..	..	..	10/6	..	..	..	..			..	..	..
Ancona ..		8/3	8/9	9/–	9/–	9/–	8/3	..	..			9/9	9/–9/1½	..
Venice	Lowest	8/–	8/6	9/–	9/–	8/3	8/3	7/–	7/–	9/3		9/6	9/–	8/–
	Highest	..	9/3	..	9/3	8/6	9/–	8/9	..	..		10/6	9/3	..
Trieste ..		7/7½	8/–	..	..	..	..	7/3	6/9	..		9/–10/–	8/3	..
Sebenico ..		..	..	..	..	..	..	..	7/–	..		..	..	..
Fiume ..		..	..	..	..	..	..	..	7/6	..		..	..	..

COAL FREIGHTS (STEAMERS), 1907, SWANSEA, NEATH, AND LLANELLY.

Steamers fixed on Welsh form of Charter (see page 200).

UPPER MEDITERRANEAN LIMITS.

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Patras ..	..	..	..	..	..	..	7/9	..	..	..	..	..
Kalamata ..	..	..	..	..	..	..	..	7/3	7/6	..	..	..
Piræus ..	..	..	..	7/–	..	..	..	..	7/6	..	..	7/3
Ergasteria ..	..	..	..	..	..	..	..	..	..	9/6	..	..
Volo ..	..	..	..	..	..	..	..	7/3	..	..	..	..
Braila ..	..	..	..	..	..	..	8/–	..	..	..	..	..
Danube ..	..	..	..	..	..	..	8/–	..	..	..	10/6	..
Smyrna ..	..	..	..	..	..	8/3	..	..	..	..	..	..
Beyrout ..	..	8/10½	..	..	..	..	8/9	7/9	..	..	9/–	8/–
Mersyne ..	..	..	..	8/6	..	..	..	..	9/6	..	..	..
Jaffa ..	..	..	..	..	..	..	..	..	..	..	..	9/6
Port Said ..	6/7½	..	..	..	7/–	..	..	..	..	..	7/6	..

NORTH AFRICAN (MED.) LIMITS, ALEXANDRIA TO CEUTA.

Alexandria	..	6/6	..	..	..	8/–	..	..	6/9	..	8/3	7/9	7/9
Sfax	..	8.25 fcs.	..	..	10 fcs.	..	..	..	..	..	..	..	..
Tunis	Lowest	9.25 fcs.	..	..	10 fcs.	..	..	..	9.75 fcs.	11 fcs.	11 fcs.	..	9.12½ fs.
	Highest	..	..	..	..	..	..	..	10.25 fs	11.50 fs	..	..	9.50 fcs.
Sousse	..	..	..	..	10 fcs.	..	..	..	..	..	11.50 fs	11.25 fs	..
Bizerta	..	..	..	..	..	..	..	9.50 fcs.	..	..	11.50 fs	..	9.25 fcs.
Bona	Lowest	..	..	..	10 fcs.	..	..	10.25 fs	..	9.50 fcs.	11 fcs.	..	..
	Highest	..	..	..	10.25 fs	..	..	..	..	..	..	..	..
Phillipville	..	..	..	..	..	..	9.50 fcs.	..	..	..	..	10.50 fs	..
Bougie	..	..	..	..	8 fcs.	..	..	10 10.25f	..	10 fcs.	..	10.25 fs	..
Algiers	..	7.50 fcs.	..	..	..	8.50 fcs.	..	8 8.25 fs	..	9 fcs.	..	7.75 fcs.	7.50 fcs.
Arzew	..	..	7 fcs.	..	..	8.50 fcs.	..	..	..	..	8.50 fcs.	..	7.50 fcs.
Oran	Lowest	..	7 fcs.	7.75 fcs.	7.25 fcs.	8.25 fcs.	..	9 fcs.	..	9 fcs.	..	..	..
	Highest	..	..	..	7.87½ fs.	8.50 fcs.	..	9.25 fcs.	..	9.25 fcs.	..	..	..

NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.

River Plate	..	..	..	12/–	..	..	..	..	..	..	..	..	..

SAILING SHIP FREIGHTS (FOREIGN), 1907.

The Port of Shipment is described as follows: Cardiff (C); Swansea (S); Newport (N); Briton Ferry (BF); Port Talbot (PT); Llanelly (Ll); Burry Port (BP); Wales (W).

Destination.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Treport	..	8fcs. (S)	7.50fcs. (S)	6fcs. (Ll)	..	6.25fcs. (S)	..	..	..	..	10fs. (Ll) 10fcs. (S)	..
Eu	..	8.50fcs. (S)	8fcs. (S)	..	..	6.75fcs. (S)	..	..	..	..	10.50fs (S)	..
Cherbourg	..	..	7.25fcs. (C)	..	..	..	..	..	..	..	..	..
St. Pierre	..	5/6 (S)	..	..	..	..	..	..	..	..	..	..
St. Sampson	..	5/3 (S)	..	..	..	..	..	..	..	..	..	..
Guernsey	..	..	..	..	5/- (Ll)	..	..	..	..	..	..	..
St. Servan	..	..	6.50fcs. (S)	..	..	..	..	6.75fcs. (C)	..	..	..	..
St. Brieux	8fcs. (N)	..	..	..	..	..	..	..	..	..	..	..
Brest	..	..	..	..	..	..	7fcs. (C)	..	..	..	..	..
Sables	..	..	..	..	..	7fcs. (S)	..	..	..	..	..	..
Cadiz Bay	7/6 (N) 7/3 (C)	..	7/6 (C)	7/6 (C)	..	..	..	..	..	..	..	..
Genoa	..	..	..	..	..	8/3 (S) 8/6 (C)	..	..	..	..	..	..
Ascension Island	..	..	..	..	..	24/- Fuel (C)	..	..	..	..	..	..
Port Nolloth	..	27/6 (C) 30/- Coke (C)	..	25/- Coke (C) 17/6 (C)	£3/- Coke (W)	..	18/9 (W) 25/- Coke (W)	..	20/6 and 24/- Coke (C) 22/6 Coke (W)	21/6 Coke (S) 22/6 Coke (C)	..	..
Port Pirie	..	..	..	..	..	..	..	12/6 (C)	..	..	..	..
Esquimalt	..	..	..	..	..	..	24/- (W)	..	..	..	..	..
Tarapaca Port	22/9 (W)	..	18/- (W)	..	..	..	..	..	21/3 (W)	..	..	..
Puget Sound	..	..	..	..	..	17/6 (S)	..	..	..	..	..	..
San Francisco	..	..	..	..	..	21/9 and 22/6 (S) 21/6 (W)	..	..	..	..	..	..
Guaymas	..	..	..	..	..	25 - (W)	..	..	..	..	..	..

SAILING SHIP FREIGHTS (FOREIGN), 1907.

The Port of Shipment is described as follows: Cardiff (C); Swansea (S); Newport (N); Briton Ferry (BF); Port Talbot (PT); Llanelly (Ll); Burry Port (BP); Wales (W).

Destination.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Sulina Cruz	..	..	..	..	..	25/- (W)	..	..	..	..	..	..
Acapulco	..	..	..	..	..	25/- (W)	..	25/- (C)	..	..	23/- (C)	..
Callao	..	..	32/6 Coke (W)	..	..	32/6 Coke (W)	..	..	23/- (C)	23/6 (W)	21/- (W)	..
Pisagua	..	..	..	..	..	31/3 Coke (W)	20/6 (W)	19/3 (W)	..	..	..	..
Iquique	22/6 (W)	19/9 Fuel (W) 20/- (W)	17/4½ (W)	18/- and 19/- (W) 19/- (PT)	19/3 (C)	19/- (W) 21/- Fuel (C)	20/- and 21/- Fuel (W)	21/- Fuel (C) 19/3 (W)	21/- (C) 19/- (W) 21/- Fuel (W)	19/6 and 20/6 Fuel (W) 21/3 (PT) 20/6 (W)	21/- (W)	17/6 Fuel (W) 19/- (W) 19/- (C)
Nitrate Port	36/3 (W) Out and Home	21/- and 22/- (W) 20/3 (S)	..	20/- (PT) 19/- and 21/- (W)	19/6 and 22/- (W)	18/- (W) 20/6 (N) 20/- (PT)	19/9 and 21/6 (W)	18/3 and 23/6 (W)	19/- and 20/- (W) 34/9 and 35/6 Out & Home (W)	21/9 (W)	..	..
El Junin and Antofagasta	..	..	..	..	19/6 (W)	..	..	..	..	..	..	..
Caleta Buena	..	..	..	19/- (PT)	..	19/6 (W)	..	19/3 (W)	..	..	..	..
Tocopilla	..	..	18/6 (PT)	..	19/3 and 20/- (C)	..	20/- (C)	19/3 (W)	..	20/- (W)	..	..
Taltal	22/- (W) 36/6 (W) Out and Home	..	..	19/- (W)	20/- (W)	20/- (W)	..	19/3 (W)	..	21/6 (W)	..	36/3 Out and Home (W)
Caldera	35/- (W) Coke	..	..	..	..	..	..	..	..	..	..	..
Valparaiso	..	..	..	..	..	31/3 Coke (W)	..	..	..	..	..	..

SAILING SHIP FREIGHTS (FOREIGN), 1907.

The Port of Shipment is described as follows: Cardiff (C); Swansea (S); Newport (N); Briton Ferry (BF); Port Talbot (PT); Llanelly (LL); Burry Port (BP); Wales (W).

Destination.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
West Coast of America	36/- and 37/- (W) in and out 37/6 (C) Out and Home	..	35/- Out & Home (W)	..	..	..	..	..	..	..	..	..
Monte Video	..	..	..	..	..	..	..	16/9 (N) 17/- (W)	17/- (N)	..	..	..
Villa Constitucion	..	..	..	..	..	18/- (W)	..	..	..	..	..	..
Cabadello ..	..	..	..	15/6 (C)	..	..	..	..	..	..	..	..
Bahia .	..	..	..	14/3 (C)	..	..	..	..	..	12/6 (C)	..	..
Pernambuco ..	..	..	15/- (C)	..	..	..	..	..	..	..	..	..
Puerto Cabello	..	..	..	..	..	16/- Fuel (C)	..	..	..	..	..	..
Mejillones ..	..	..	..	..	..	..	..	..	..	..	..	19/- (C)
St. Johns (NF.)	..	..	..	..	..	..	..	8/6 (C)	..	..	..	..

STEAMER AND SAILER FREIGHTS FROM CARDIFF.

To Typical Ports in the United Kingdom for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Year.	Holyhead.		Portmadoc.		Fowey				* London.		Gravesend.		Belfast.		Waterford.		Londonderry.		Sligo, Killybegs, or Galway.	
	Steamers 120 to 400 tons.		Sailers 50 to 200 tons.		Steamers 300 to 500 tons.		Sailers 100 to 250 tons.		Steamers About 1000 tons.		Sailers 200 to 400 tons.		Steamers 200 to 600 tons.		Sailers 100 to 350 tons.		Steamers 200 to 490 tons.		Sailers 200 to 300 tons.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1900	5/3	3/6	4/–	2/6	4/6	3/9	5/3	4/–	5/6	4/–	7/6	5/9	5/3	4/3	6/–	5/–	5/6	4/9	9/–	7/–
1901	5/–	3/3	3/9	2/6	4/3	3/6	5/3	4/–	5/–	4/3	7/–	5/6	5/3	4/–	6/–	4/9	5/9	4/6	9/–	6/9
1902	5/–	3/3	3/6	2/3	4/3	3/3	5/–	3/9	5/3	3/6	6/9	5/3	5/–	3/6	5/6	3/9	5/–	4/3	8/–	6/3
1903	5/–	3/6	4/–	2/6	4/6	3/–	5/–	3/3	4/10½	3/6	6/3	5/–	5/–	3/4½	6/–	4/–	5/–	4/3	8/6	6/–
1904	4/9	3/6	4/–	2/6	4/3	3/–	4/9	3/–	4/10½	3/4½	5/9	4/9	4/6	3/3	5/3	3/9	4/9	4/–	7/–	5/3
1905	4/6	3/9	4/3	2/9	4/3	2/9	5/–	2/9	5/3	3/6	5/6	4/6	4/1½	3/–	5/–	3/6	4/6	3/10½	7/3	5/3
1906	4/6	3/9	4/3	2/9	4/3	2/9	5/–	2/9	5/3	3/6	—	—	4/1½	3/–	5/3	3/6	4/9	3/10½	7/3	5/3
1907	5/3	3/6	4/6	2/9	4/6	3/3	5/3	4/–	5/6	3/6	7/6	5/9	5/–	3/9	5/9	4/–	5/–	4/–	7/6	6/6

* The Freights on Steamers of about 4/500 Tons for London usually rules 6d. more.

As a general rule the Freights payable on these Small Coasting Steamers and Sailers rule lower during the Summer months than during the Winter months.

Average Freights (Sailers) in 1907 from South Wales and Monmouthshire Ports to Coastwise Ports.

The Summer Months are calculated from 1st April to 30th September.
The Winter Months are calculated from 1st October to 31st March.

Destination.	Rate. Summer.	Winter.	Destination.	Rate. Summer.	Winter.
SOUTH WALES PORTS TO ST. DAVIDS.					
Saundersfoot ..	4/–	5/–	Porthglais ..	5/6	6/–
Neyland ..	4/–	5/–	Haverfordwest	4/6	6/–
Tenby ..	4/–	5/–	Solva ..	5/–	6/–
Caldy Island ..	5/–	5/6	Dale ..	4/6	6/–
Angle ..	4/–	5/–	Dinas ..	5/6	6/–
Pembroke ..	4/–	5/–	Llannon ..	6/6	..
Milford ..	4/–	4/6	St. Davids ..	5/6	..
Porthgain ..	4/6	5/6			
WELSH COAST.—WELSH PORTS, FISHGUARD TO QUEENSFERRY.					
Fishguard ..	4/6	5/6	Pwllheli ..	4/–	5/–
Newport (Pem.)	5/6	6/6	Llanor ..	6/6	..
Dinas Cross ..	5/9	..	Llanbedrog ..	4/6	5/6
Cardigan ..	4/6	5/6	Carnarvon .	4/–	4/6
Port Nant ..	4/6	5/6	Abersoch ..	4/6	5/6
Tresaith ..	6/–	..	Porthysgaden ..	6/–	..
Pwllgwaelod ..	5/9	..	Porthdinllaen ..	5/–	6/–
Trevine ..	5/–	6/–	Port Dinorwic ..	4/–	4/6
Aberporth ..	5/9	..	Port Colman ..	6/–	..
Abercastle ..	5/9	..	Trevor ..	5/–	..
Llangranog ..	5/9	..	Holyhead .	4/6	5/3
New Quay ..	5/–	5/6	Amlwch ..	4/6	5/3
Aberayron ..	5/–	6/–	Bangor ..	4/6	5/–
Aberystwith ..	5/–	6/–	Queensferry		
Port Madoc ..	3/–	4/–	(Chester) ..	4/6	5/6
Aberdaron ..	6/–	..			
WEST COAST.—NORTH-WEST PORTS, BIRKENHEAD TO HARRINGTON.					
Birkenhead ..	4/– (Steam)		Laxey ..	5/6	..
Liverpool ..	4/– (Steam)		Ramsey ..	4/3	5/–
Barrow ..	4/3	5/3	Workington ..	4/– (Steam)	
Millom ..	5/–	5/6	Whitehaven ..	4/3 (Steam)	
Douglas ..	4/3	5/–	Harrington ..	4/– (Steam)	

Average Freights (Sailers) in 1907 from South Wales and Monmouthshire Ports to Coastwise Ports.

The Summer Months are calculated from 1st April to 30th September.
The Winter Months are calculated from 1st October to 31st March.

Destination.	Rate.		Destination.	Rate.	
	Summer.	Winter.		Summer.	Winter.
WEST COAST OF SCOTLAND.					
Irvine ..	4/3	5/–	Port Glasgow ..	5/–	5/6
Greenock ..	5/–	6/–	Clydebank ..	5/–	6/–
Rothesay ..	5/6	6/6	Campbelltown ..	5/–	6/–
Oban ..	6/–	7/–	Stornoway ..	7/–	8/–
Glasgow ..	5/–	5/6	Ullapool ..	8/–	..
EAST COAST OF SCOTLAND.					
Granton ..	6/–	7/–	Leith ..	6/–	7/–
EAST COAST.—NORTH-EAST PORTS, NEWCASTLE TO COLCHESTER.					
Newcastle ..	5/6	7/–	Lowestoft ..	6/–	7/–
King's Lynn ..	6/–	7/–	Felixstowe ..	5/6	6/6
Lynn ..	6/–	7/–	Harwich ..	6/–	7/–
Wells ..	6/–	7/–	Mistley ..	6/–	7/–
Yarmouth ..	6/–	7/–	Colchester ..	6/–	7/–
EAST COAST.—THAMES PORTS.					
Grays ..	5/6	6/6	Chatham ..	..	..
Deptford ..	5/6	6/6	Faversham ..	5/6	6/6
Gravesend ..	..	..	Oares Creek ..	5/9	6/6
Rochester ..	5/3	6/3	Greenhithe ..	5/6	6/6
EAST COAST.—SOUTH-EAST PORTS, MARGATE TO DOVER					
Ramsgate ..	6/3	7/6	Folkestone ..	..	..
Dover ..	5/6	6/6			
SOUTH COAST.—DOVER TO SCILLY ISLES.					
Rye ..	5/6	7/–	Southampton ..	5/3	6/–
Newhaven ..	5/6	6/6	Gosport ..	5/6	6/6
Shoreham ..	5/6	6/9	Cowes ..	5/–	6/3
Littlehampton	5/6	6/9	Medina Mills ..	5/3	6/6
Arundel ..	6/–	7/–	Newport		
Portsmouth ..	5/3	6/–	(I. of W.)	5/9	6/9

Average Freights (Sailers) in 1907 from South Wales and Monmouthshire Ports to Coastwise Ports.

The Summer Months are calculated from 1st April to 30th September.
The Winter Months are calculated from 1st October to 31st March.

Destination.	Rate. Summer.	Winter.	Destination.	Rate. Summer.	Winter.
SOUTH COAST.—DOVER TO SCILLY ISLES—*Continued.*					
Yarmouth (I. of W.)	5/6	6/3	Calstock ..	4/6	6/–
St. Helens ,,	5/9	6/–	Devonport ..	4/6	5/9
Ryde ,,	5/6	6/3	Looe ..	4/9	6/–
Poole ..	5/–	6/–	St. Germans ..	5/–	6/6
Weymouth ..	5/6	6/–	Fowey ..	3/6	4/9
Portland ..	..	..	Pentuan ..	3/6	5/6
Topsham ..	5/6	6/3	Par ..	3/6	4/9
Exmouth ..	5/6	6/–	Charlestown ..	3/6	4/9
Teignmouth ..	4/9	5/3	Mevagissey ..	4/6	6/–
Tor Bay ..	5/–	6/–	Truro ..	4/9	6/–
Torquay ..	5/3	6/–	Devoran ..	4/9	6/6
Brixham ..	5/6	6/3	Penryn ..	4/6	5/9
Dartmouth ..	5/–	6/–	Falmouth ..	4/6	5/9
Kingsbridge ..	6/–	6/6	Gweek ..	4/6	6/–
Tuckenhay ..	5/6	6/6	Malpas ..	4/6	6/–
Plymouth ..	4/6	5/6	St. Mawes ..	4/6	6/–
Cattedown ..	4/6	5/6	Porthleven ..	4/6	6/–
Laira ..	4/–	5/3	Penzance ..	4/–	5/6
Saltash ..	4/6	6/–	Mousehole ..	4/6	6/–
			Scilly ..	4/9	6/–
SOUTH-WEST PORTS.—LAND'S END TO CHEPSTOW.					
St. Ives	4/6	6/–	Appledore ..	2/3	2/6
Hayle ..	4/6	6/–	Fremington ..	2/–	2/3
Portreath ..	4/6	6/–	Barnstaple ..	3/3	4/6
St. Agnes ..	5/6	7/–	Torrington ..	2/6	2/6
New Quay ..	5/3	6/6	Braunton ..	2/6	2/6
Padstow ..	4/6	6/3	Ilfracombe ..	3/–	3/3
Wadebridge ..	4/9	6/6	Combmartin ..	3/6	4/6
Boscastle ..	6/–	6/6	Watermouth ..	3/6	4/6
Bude ..	4/–	5/6	Lynmouth ..	3/6	4/6
Clovelly ..	5/–	..	Porlock ..	3/–	4/–
Bideford ..	2/–	2/3	Minehead .	2/3	2/3

Average Freights (Sailers) in 1907 from South Wales and Monmouthshire Ports to Coastwise Ports.

The Summer Months are calculated from 1st April to 30th September.
The Winter Months are calculated from 1st October to 31st March.

Destination.	Rate.		Destination.	Rate.	
	Summer.	Winter.		Summer.	Winter.
SOUTH-WEST PORTS.—LANDS END TO CHEPSTOW—*Continued.*					
Watchet ..	2/–	2/–	Weston ..	2/–	2/–
Bridgewater ..	2/6	2/6	Avonmouth ..	1/7	1/7
Bleadon ..	2/–	2/–	Bristol ..	1/8	1/8
Combwich ..	2/3	2/3	Stroud ..	3/–	3/–
Dunball ..	1/8	1/8	Gloucester ..	2/2	2/2
Highbridge ..	1/8	1/8	Lydney ..	2/–	2/–
Uphili ..	2/–	2/–	Chepstow ..	2/3	2/3
IRELAND.					
SOUTH COAST PORTS, WEXFORD TO BANTRY.					
Wexford ..	5/3	6/3	Kilmacsimon's Quay	4/9	5/6
Rosslare ..	5/–	6/–	Villierstown ..	5/–	6/–
Bannow ..	5/–	6/6	Whitegate ..	5/–	6/6
Fethard ..	5/–	6/–	Berehaven ..	5/3	7/–
Arthurstown ..	4/6	6/–	Passage East ..	4/6	5/6
New Ross ..	4/6	6/–	Passage West ..	4/6	5/6
Waterford ..	4/3	5/3	Kinsale ..	4/6	6/–
Ballyhack ..	4/6	5/6	Ringostiddy ..	5/9	..
Ballyanne ..	4/9	6/–	Bandon ..	4/9	6/–
Dunabratton ..	4/9	6/–	Courtmacsherry	5/–	6/9
Fiddown ..	5/–	5/6	Clonakilty ..	5/3	7/–
Duncannon ..	4/3	6/–	Rosscarbery ..	5/6	7/6
Dunmore East	5/–	6/–	Union Hall ..	5/3	6/9
Dunmahon ..	5/6	..	Skibbereen ..	5/6	7/–
Dungarvon ..	4/3	5/3	Castletown Bere	5/6	6/6
Youghal ..	4/–	5/–	Castletownshend	5/6	7/–
Ballycotton ..	4/9	6/–	Baltimore ..	5/6	7/–
Queenstown ..	4/6	5/6	Schull ..	5/6	6/–
Ballinacurra ..	4/6	6/–	Crookhaven ..	5/6	7/–
Cork ..	4/3	5/–	Glengariff ..	5/9	..
Castletown ..	5/–	7/–	Bantry ..	5/6	7/–
Farside ..	4/9	..			
Haulbowline ..	4/3	5/3			

Average Freights (Sailers) in 1907 from South Wales and Monmouthshire Ports to Coastwise Ports.

The Summer Months are calculated from 1st April to 30th September.
The Winter Months are calculated from 1st October to 31st March.

Destination.	Rate.		Destination.	Rate.	
	Summer.	Winter.		Summer.	Winter.
WEST AND NORTH-WEST COAST PORTS, BANTRY TO LONDONDERRY.					
Kenmare ..	5/6	7/–	Tarbert ..	6/3	8/–
Valentia ..	6/–	7/6	Galway ..	6/–	8/–
Killorglin ..	6/6	8/6	Westport ..	6/–	8/–
Calirceveen ..	6/–	8/6	Ramelton ..	6/–	7/6
Tralee ..	6/–	8/–	Ballina ..	6/6	9/6
Dingle ..	6/–	8/–	Sligo ..	6/–	8/–
Fenit ..	5/6	7/–	Donegal ..	6/–	8/–
Limerick ..	5/9	8/–	Killybegs ..	6/6	8/–
Clare Castle ..	6/3	8/3	Letterkenny ..	6/–	8/–
Foynes ..	6/3	8/3	Moville ..	5/9	6/6
Kilrush ..	6/3	8/3	Londonderry ..	5/–	7/–
NORTH AND EAST COASTS, LONDONDERRY TO WEXFORD.					
Port Rush ..	5/6	7/–	Dundalk ..	4/9	5/3
Rathmullen ..	5/6	7/–	Drogheda ..	4/9	5/6
Coleraine ..	5/6	7/–	Balbriggan ..	4/9	5/9
Glenarm ..	5/–	6/6	Skerries ..	5/–	..
Larne .	4/6	6/–	Dublin ..	4/6	5/3
Carrickfergus ..	5/–	6/–	Arklow ..	5/–	5/6
Belfast ..	4/6	5/6	Kingstown ..	4/9	5/3
Red Bay ..	5/–	6/–	Bray ..	5/–	5/9
Killough ..	5/3	..	Wicklow ..	5/–	5/9
Rostrevor ..	5/–	6/–	Courtown ..	5/–	..
Warrenpoint ..	5/–	5/9	Cahore Point ..	5/–	..
Newry ..	5/–	6/–			

COASTING FREIGHTS STEAMER (BRITISH ISLES), 1907.

The Port of Shipment is described as follows: Cardiff (C); Swansea (S); Newport (N); Briton Ferry (BF); Port Talbot (PT); Neath Abbey (NA); Llanelly (Ll); Burry Port (BP); (FD for free discharge).

Destination.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Pembroke	..	..	..	3/3 (C)	3/6 (C)	..	..	..	3/6 and 3/9 (C)	3/3 and 3/6 (C)	..	..
Queensferry	..	..	..	..	..	5/9 (C)	..	5/- (C)	6/- (C)	6/- (C)	..	..
Birkenhead	..	..	..	..	4/4½ (C)	..	..	..	..	..	..	..
Liverpool	..	5/6 (C)	4/- (C)	..	4/3 (C)	..	..	..	..	..	..	4/6 (C)
Barrow	..	..	..	4/- (PT)	..	..	..	..	..	..	..	..
Ramsey	4/3 (C)	..	..	..	..	..	..	4/9 (C)	..	..	..	..
Douglas	..	..	..	4/3 (C)	..	4/6 (C)	..	4/9 (C)	..	4/6 (C)	..	..
Workington	3/7½ and 4/- (S)	..	..	..	..	..	..	..	..	..	..	..
Irvine	..	..	..	4/3 (C)	..	..	..	..	..	..	..	..
Greenock	..	..	4/3 (C)	..	5/3 (C)	..	4/9 (C)	4/6 and 5/- (C)	..	5/- (C)	..	..
Lamlash	..	..	..	..	..	..	4/- and 4/3 (C)	..	..	..	..	..
Stornoway	..	..	..	..	..	..	8/- (C)	..	..	..	..	..
Invergordon	..	8/- (C)	..	..	..	5/9 (C)	6/- (C)	8/- (PT)	..	..	..	7/6 (C)
Cromarty	..	..	..	..	..	..	..	..	3/6 and 6/6 (C)	..	..	..
Charlestown (Alloa)	..	..	..	..	..	..	..	4/- (C)	..	..	..	..
Granton	..	..	..	..	..	6/7½ and 7/- (C)	..	..	7/- (C)	7/- (C)	..	..
Middlesbrough	..	5/6 (BP)	..	..	..	..	..	..	..	..	..	..
Yarmouth	..	..	..	..	4/6 (FD, S)	..	..	..	..	..	..	..
Lowestoft	..	..	..	..	..	..	..	..	..	..	6/6 (Ll)	..
Ipswich	..	..	..	..	..	..	..	..	..	..	6/6 (BP)	..
Harwich	..	..	..	..	..	..	5/6 (C)	..	6/- (C)	..	6/-(FD, S) 6/3 (C)	..
London	3/6 and 4/6 (C) 4/- and 4/6 (S)	3/9 and 4/3 (C) 4/1½ (S)	4/3 (S) 4/6 (BP)	3/6 and 3/9 (PT) 3/9 (C) 4/4½ (S) 4/6 (BP)	4/1½ (C) 4/3 (PT) 4/6 (S)	4/3 (C) 4/4½ (PT)	4/6 (PT) 4/4 (BP)	4/- (C)	4/9 and 5/- (C)	4/9 (C) 4/9 (NA)	3/9 and 4/- (C) 5/- (Ll)	3/7½ (PT) 4/6 (BP)

COASTING FREIGHTS STEAMER (BRITISH ISLES), 1907.

The Port of Shipment is described as follows: Cardiff (C); Swansea (S); Newport (N); Briton Ferry (BF); Port Talbot (PT); Neath Abbey (NA); Llanelly (Ll); Burry Port (BP); (FD for free discharge).

Destination.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Rochester ..	4/4½ (S)	..	..	4/4½ (S)	..	..	..	..	..	..	..	..
Chatham	..	3/- and 3/3 (C)	3/3 (C)	..	3/3 (C)	3/3 and 3/10½ (C)	3/6 and 3/10½ (C)	..	4/- (C)	4/- (C)	3/3 (C	..
Sheerness	..	..	3/6 (C)	..	3/1½ and 3/3 (C)	3/3 and 4/- (C)	3/7½ and 4/- (C)	3/3 and 4/6 (C)	3/6 and 4/- (C)	4/- (C)	..	..
Dover ..	..	..	..	..	..	..	..	5/6 (C)	..	..	..	..
Newhaven ..	5/3 (S)	..	5/3 (S)	4/3 (C)	..	5/6 (S)	..	4/3 (C)	..	5/6 (S)	..	..
Shoreham	5/- (C)	..	5/3 and 6/- (C)	5/6 (C) 7/- (S)	..	5/6 (C)	5/- (S)	5/9 (C)	..	..	..	5/3 (C)
Littlehampton	..	5/9 (S)	..	..	..	5/3 (S)	..	..	..	..	..	..
Portsmouth	2/9 and 4/6 (C)	2/9 and 3/- (C)	3/- (C)	..	3/- and 4/3 (C)	3/1½ & 3/3 (C)	3/3 (C)	3/3 (C)	3/3 and 5/6 (C)	5/3 (C)	3/- nd 5/- (C)	..
Cowes (I. of W.)	..	5/- (C)	..	..	..	..	..	..	..	..	..	..
St. Helens ..	..	5/- (C)	..	..	..	..	..	..	..	..	..	..
Dartmouth	..	4/3 (S)	4/1½ (S)	..	..	..	4/3 and 4/9 (C)	..	..	4/9 and 5/- (C)	4/6 and 4/9 (C)	4/3 and 4/6 (C)
Plymouth	4/4½ (C) 4/6 (Ll)	..	..	4/1½ (N) 4/3 (S)	4/- (S)	..	4/3 and 4/9 (C)	4/- (C)	5/- (N) 5/3 (C)	..	4/6 (C) 4/6 and 4/10½ (N)	4/3 (C)
Devonport	2/9 and 3/- (C)	2/10½ & 3/- (C)	..	3/3 (PT)	2/9 (C)	3/- and 3/3 (C)	2/7½ and 3/- (C)	2/6 (C)	..	3/1½ and 3/3 (C)	2/7½ (C)	4/6 (NA)
Fowey	4/- (N)	4/- (N)	4/- (N)	..	3/9 (N)	3/9 (C) 3/9 (N)	..	3/9 and 4/- (C)	4/3 (C)	..	..	4/- (C) 4/- (N)
Portland	2/9 (C)	2/9 and 3/- (C)	3/- (C)	..	..	3/- and 3/3 (C)	..	..	3/3 (C)	3/3 and 5/- (C)	4/6 (C)	2/6 and 4/6 (C)
Falmouth	4/3 (C)	4/3 (C)	4/4½ and 4/6 (C)	4/- (N) 4/3 (C)	..	..	..	4/- and 4/3 (C)	4/6 (C)	4/7½ (C)	..	..
Hayle	3/4½ and 3/6 (NA)	..	..	..	..	3/3 (NA)	..	..	..	..	..	..
Ireland—												
Wexford ..	..	3/9 (N)	..	5/9 (NA)	5/6 (NA)	..	5/- (Ll)	5/6 (N)	..	..	..	5/9 (Ll)

Waterford	..	..	3/9 (N)	..	3/9 and 4/- (N)	..	4/- (C)	..	..	5/- (C)	..	..
Dungarvan	..	..	..	..	..	..	..	..	..	5/- (C)	6/- (N) 5/9 (BF)	..
Youghal	..	..	..	..	..	..	4/6 (N)	..	..	5/- and 5/6 (C)	5/6 (C)	..
Queenstown	3/- (C)	..	4/6 (N)	4/6 (C)	..	4/- (C)	3/- (C)	4/9 (C)	4/- and 5/- (C)	..	3/1½ (C)	..
Ballinacurra	..	..	..	..	..	..	..	..	..	6/- (C)	..	..
Cork	4/1½ (N)	3/10½ (C) 4/- (NA)	..	4/3 (C)	..	4/- (N) 4/- (C) 4/- (BF)	4/- (N)	3/9 and 4/- (C)	4/6 (N) 5/- (C)	4/4 and 5/- (N)	..	4/3 (C)
Haulbowline	3/- (C)	3/6 (C)	3/6 and 3/9 (C)	..	..	4/- (C)	3/- (C)	..	4/- (C)	..	3/1½ (C)	3/- (C)
Berehaven	..	..	..	..	..	3/6 and 3/7½ (C)	4/- (C)	..	3/7½ (C)	..	..	..
Passage West	3/10½ (N)	..	..	..	..	..	4/- (N)	..	..	..	..	4/- (N)
Limerick	5/9 (NA)	..	6/6 (S)	..	..	..	6/6 (BP)	..	..	..	..	..
Londonderry	..	..	..	..	4/3 (C) 4/3 (S)	4/6 (C)	..	4/3 (C)	4/9 (C) 5/- (N)	..	4/9 (C)	4/6 (C)
Coleraine	..	..	..	..	..	..	..	..	5/6 (S)	..	..	..
Larne	..	..	..	..	..	..	4/6 (C)	..	..	..	..	..
Belfast	3/4½ and 3/6 (S)	3/4½ (S)	3/6 (NA) 3/4½ (C) 3/6 and 3/9 (S)	3/- and 3/4½ (S) 3/7½ (C)	3/3 and 3/9 (S) 3/9 (BF)	3/4½ and 3/6 (S) (3/4½ (NA)	3/9 and 4/- (S) 4/6 (BP)	3/9 (S) 4/6 (C)	4/- (S)	4/- and 4/3 (S) 4/- (Ll) 4/- (NA)	3/9 and 4/- (S)	3/6 and 3/9 (S) 3/3 (Ll) 3/10½ (NA)
Portaferry	..	..	..	..	..	..	..	..	4/6 (BP)	..	..	..
Warrenpoint	3/7½ (NA)	..	..	..	..	..	..	..	..	..	..	..
Newry	..	..	..	4/- (S)	..	..	..	..	..	..	..	..
Dundalk	..	..	..	..	4/- (S)	..	..	..	4/6 (C) 5/- (Ll)	..	..	..
Drogheda	4/- (S)	..	..	..	..	..	4/6 (BP)	..	..	..	..	..
Dublin	3/6 and 3/7½ (NA)	..	..	4/3 (S)	..	4/- (S) 5/- (C)	..	4/6 (C)	..	4/6 (S)	4/9 (S)	4/3 and 4/6 (S) 4/6 (Ll)
Bray	4/3 (S)	..	..	3/1⅓ (S)	..	..	..	4/9 (C)	..	..	5/- (S)	4/6 (S)
Depots	..	..	..	4/- (C)	..	3/3 (C)	..	..	..	5/3 (C)	..	..

OPENING AND CLOSING OF NAVIGATION OF PORTS AFFECTED BY ICE.

Year.	GEFLE.		HUDIKSVALL.		SUNDSVALL.	
	Opening Date.	Closing Date.	Opening Date.	Closing Date.	Opening Date.	Closing Date.
1900 ..	2 May	..	..	..	5 May	..
1901 ..	23 April	..	9 May	17 Dec.	29 April	..
1902 ..	19 May	..	1 May	15 Dec.	16 May	..
1903 ..	25 March	..	10 April	16 Dec.	14 April	..
1904 ..	16 April	..	25 April	15 Dec.	26 April	..
1905 ..	26 April	..	2 May	22 Dec.	3 May	20 Dec.
1906 ..	14 April	..	21 April	1 Jan.	16 April	..
1907 ..	9 April	5 Jan.	19 April	..	12 April	..
1908 ..	28 April	..	..	..	..	..

Year.	LULEA.		CRONSTADT.		AZOFF.	
1900 ..	4 June	7 Nov.	9 May	28 Nov.	5 April	10 Jan.
1901 ..	22 May	16 Nov.	3 May	3 Dec.	21 March	2 Jan.
1902 ..	4 June	4 Nov.	13 May	30 Nov.	22 March	2 Feb. 24 Nov.
1903 ..	23 May	4 Nov.	18 April	2 Dec.	26 March	10 Dec.
1904 ..	17 May	16 Nov.	26 April	1 Dec.	22 March	23 Dec.
1905 ..	20 May	10 Nov.	4 May	15 Dec.	5 April	28 Nov.
1906 ..	12 May	8 Nov.	29 April	5 Dec.	28 March	21 Dec.
1907 ..	17 May	9 Nov.	9 May	30 Nov.	8 April	3 Nov.
1908 ..	25 May	..	4 May	..	10 April	..

Year.	DANUBE.		MONTREAL.			
1900 ..	1 Feb.	21 Dec.'99	21 April	10 Dec.	..	..
1901 ..	11 Feb.	4 Jan.	21 April	10 Dec.	..	..
1902 ..	13 Feb.	6 Dec.	3 April	8 Dec.	..	..
1903 ..	21 Feb.	..	2 April	10 Dec.	..	..
1904 ..	11 Feb.	12 Jan.	25 April	9 Dec.	..	..
1905 ..	16 March	5 Jan.	2 May	30 Nov.	..	..
1906 ..	10 Feb.	5 Jan.	20 April	2 Dec.	..	..
1907 ..	29 March	11 Jan.	23 April	..	..	..
1908 ..	18 Feb.	9 Jan.	..	..	..	..

COAL.

STEAM, BITUMINOUS, AND ANTHRACITE.

EXPORTS, AND SHIPMENTS COASTWISE.

MONTHLY SHIPMENT OF COAL IN 1907

MONMOUTHSHIRE

COMPILED FROM

Port.	January	February	March	April	May	June
CARDIFF:—						
Foreign Cargo—						
Large Steam ..	1,186,256	1,199,066	1,149,378	1,264,161	1,092,993	1,202,962
Small „ ..	258,392	235,212	274,799	243,478	243,597	242,414
Thro' „ ..	6,158	4,581	15,072	3,651	1,346	2,928
Large Anthracite	378	2,423	935	957	459	384
Small „	1,316	1,969	1,248	2,370	2,364	1,540
Other sorts, Large and Small ..	3,538	2,353	2,739	3,419	4,028	2,225
Total Foreign Cargo	1,456,038	1,445,604	1,444,171	1,518,036	1,344,787	1,452,453
Foreign Bunkers ..	264,946	258,978	259,525	264,800	230,845	251,538
Coastwise Cargo ..	185,188	203,101	228,826	203,983	202,751	218,114
„ Bunkers ..	7,780	10,333	9,095	3,521	7,568	8,445
Total Shipment ..	1,913,952	1,918,016	1,941,617	1,990,340	1,785,951	1,930,600
NEWPORT:—						
Foreign Cargo—						
Large Steam ..	240,391	245,631	265,101	274,570	293,789	242,037
Small „ ..	34,373	40,570	42,103	39,932	35,075	30,035
Thro' „ ..	2,586	3,504	3,257	5,389	5,335	1,960
Large Anthracite	..	63	277	9	..	..
Small „	81	53	941	603	79	464
Other sorts, Large and Small ..	1,027	135	1,544	580	2,328	679
Total Foreign Cargo	278,458	289,956	313,223	321,088	336,606	275,175
Foreign Bunkers ..	43,746	47,232	60,550	50,981	51,848	43,633
Coastwise Cargo ..	60,721	54,494	61,244	67,307	68,700	60,319
„ Bunkers ..	2,335	1,932	1,784	2,413	2,364	2,131
Total Shipment ..	385,260	393,614	436,801	441,789	459,518	381,258
PORT TALBOT:—						
Foreign Cargo—						
Large Steam ..	74,626	56,431	61,384	71,754	67,337	91,566
Small „ ..	32,791	26,779	25,481	31,721	28,151	25,999
Thro' „ ..	14,088	9,846	16,570	15,747	11,244	14,869
Large Anthracite	191	748	2,341	2,537	1,617	809
Small „ ..	660	3,237	32	1,548	1,033	838
Other sorts, Large and Small ..	..	762	126	176	1,430	54
Total Foreign Cargo	122,356	97,803	105,934	123,483	110,812	134,135
Foreign Bunkers ..	19,287	18,152	14,173	19,276	14,982	11,670
Coastwise Cargo ..	12,482	9,581	19,372	23,491	16,581	16,081
„ Bunkers ..	451	300	529	420	469	288
Total Shipment ..	154,576	125,836	140,008	166,670	142,844	162,174

FROM EACH OF THE SOUTH WALES AND PORTS.

CUSTOM HOUSE RETURNS.

July	August	Sept.	October	Nov.	Dec.	Totals.	
						1907.	1906.
1,153,233	1,040,551	1,150,277	1,225,751	1,219,509	1,221,478	14,105,615	12,975,727
300,755	232,719	229,484	299,767	266,575	265,349	3,092,541	2,852,411
9,070	15,791	6,919	12,246	10,968	7,377	96,107	65,923
1,368	509	123	686	51	255	8,528	6,360
1,624	873	1,688	2,835	1,837	3,569	23,233	13,891
2,635	1,056	1,954	2,390	2,999	802	30,138	31,052
1,468,685	1,291,499	1,390,445	1,543,675	1,501,939	1,498,830	17,356,162	15,945,364
230,890	224,413	223,873	253,520	264,732	267,206	2,995,316	2,970,173
252,979	203,605	225,304	285,174	201,684	199,535	2,610,244	2,633,659
9,174	7,950	7,552	7,794	8,543	8,421	96,176	110,751
1,961,728	1,727,467	1,847,174	2,090,163	1,976,898	1,973,992	23,057,898	21,659,947
351,170	278,372	255,596	288,400	284,960	236,858	3,256,875	3,146,348
48,183	33,595	37,089	38,606	39,213	45,213	463,987	334,202
4,759	5,487	11,336	7,721	5,165	7,515	64,014	30,265
129	111	183	79	..	161	1,012	1,704
347	354	111	180	340	292	3,850	3,525
206	371	1,396	1,418	2,831	1,190	13,705	25,183
404,794	318,290	305,711	336,404	332,509	291,229	3,803,443	3,541,227
57,018	49,428	48,367	47,568	60,286	47,983	608,640	616,592
68,008	62,952	73,364	82,703	67,251	54,205	781,268	779,407
2,677	2,326	2,661	2,860	2,348	1,857	27,688	24,975
532,497	432,996	430,103	469,535	462,394	395,274	5,221,039	4,962,201
92,839	57,115	66,794	68,350	72,987	74,618	855,798	718,758
37,670	26,310	26,051	17,872	31,437	26,262	336,524	279,597
11,344	10,608	12,308	16,618	12,246	13,287	158,775	47,443
3,134	5,116	4,489	3,314	1,964	4,051	30,311	8,750
222	1,374	719	1,079	2,562	2,383	15,687	5,774
296	239	..	481	126	597	4,287	14,371
145,505	100,762	110,361	107,714	121,322	121,195	1,401,382	1,074,693
18,598	11,418	13,600	16,005	15,998	16,683	189,842	178,839
17,749	12,452	17,709	27,787	19,464	11,757	204,506	187,952
417	191	353	1,168	..	455	5,041	8,924
182,269	124,823	142,023	152,674	156,784	150,090	1,800,771	1,450,408

MONTHLY SHIPMENT OF COAL IN 1907

MONMOUTHSHIRE

COMPILED FROM

Port.	January.	February	March.	April.	May.	June
BRITON FERRY:—						
Foreign Cargo ..	..	..	..	..	..	..
,, Bunker ..	..	..	..	..	..	..
Coastwise Cargo ..	19,195	23,433	23,246	14,361	20,292	18,295
,, Bunkers ..	630	691	860	520	576	686
Total Shipment ..	19,825	24,124	24,106	14,881	20,868	18,981
SWANSEA:						
Foreign Cargo:						
Large Steam ..	36,478	35,667	39,268	37,512	34,069	38,512
Small ,, ..	38,400	23,184	40,317	32,304	35,425	28,939
Thro' ,, ..	18,094	21,069	21,169	22,446	24,968	19,849
Large Anthracite	92,542	70,904	75,654	76,553	85,273	94,303
Small ,,	57,043	45,903	42,926	48,400	47,778	53,665
Thro' ,,	..	..	..	..	..	..
Other sorts, Large and Small ..	662	1,109	425	99	1,002	601
Total Foreign Cargo	243,219	197,836	219,759	217,314	228,515	235,869
Foreign Bunkers ..	30,042	31,133	35,377	33,664	29,436	36,818
Coastwise Cargo ..	20,597	24,279	26,559	25,460	22,335	20,533
,, Bunkers ..	3,407	4,031	3,600	3,904	3,443	2,871
Total Shipment ..	297,265	257,279	285,295	280,342	283,729	296,091
LLANELLY:—						
Foreign Cargo ..	31,944	17,627	22,347	15,209	17,696	10,216
,, Bunkers ..	2,298	1,130	1,415	897	1,180	460
Coastwise Cargo ..	5,087	6,112	6,355	5,493	4,572	6,525
,, Bunkers ..	417	515	611	461	377	214
Total Shipment ..	39,746	25,384	30,728	22,060	23,825	17,415
MILFORD:—						
Foreign Cargo ..	..	..	..	..	..	..
,, Bunkers ..	5,910	7,566	7,172	10,076	9,482	8,423
Coastwise Cargo ..	1,770	2,227	1,790	1,518	1,295	914
,, Bunkers ..	226	251	89	233	264	215
Total Shipment ..	7,906	10,044	9,051	11,827	11,041	9,552
TOTALS:—						
Foreign Cargo ..	2,132,015	2,048,826	2,105,434	2,195,130	2,038,416	2,107,848
,, Bunkers ..	366,229	364,191	378,212	379,694	337,773	352,592
Coastwise Cargo ..	305,040	323,227	367,392	341,613	336,526	340,781
,, Bunkers ..	15,246	18,053	16,568	11,472	15,061	14,950
Grand Total S. Wales and Monmouthshire	**2,818,530**	**2,754,297**	**2,867,606**	**2,927,909**	**2,727,776**	**2,816,171**

FROM EACH OF THE SOUTH WALES AND PORTS.

CUSTOM HOUSE RETURNS. —*Continued.*

July.	August.	Sept.	October.	Nov.	Dec.	Totals.	
						1907.	1906.
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
25,534	17,877	19,068	16,145	21,505	21,213	240,164	218,574
661	705	802	679	976	1,023	8,809	8,982
26,195	18,582	19,870	16,824	22,481	22,236	248,973	227,556
38,077	35,720	27,014	37,618	41,039	30,882	431,856	420,066
35,365	31,121	34,221	29,333	36,416	31,111	396,136	478,208
27,946	28,551	27,163	31,692	30,056	24,304	287,307	107,042
98,951	104,395	76,386	112,550	108,960	105,207	1,111,678	999,761
63,246	61,956	46,341	64,472	66,262	59,990	657,982	540,733
..	..	1,046	..	92	..	1,138	..
1,261	404	512	1,122	1,306	950	9,453	5,134
264,846	262,147	212,683	276,787	284,131	252,444	2,895,550	2,550,944
31,701	33,069	24,494	37,223	33,340	40,750	397,047	354,807
32,316	23,503	21,409	28,840	24,234	19,747	289,812	293,330
4,499	4,825	4,625	5,036	4,108	4,313	48,662	51,626
333,362	323,544	263,211	347,886	345,813	317,254	3,631,071	3,250,707
16,726	14,727	15,539	14,892	13,973	8,941	199,837	287,980
590	765	1,074	735	655	933	12,132	17,174
7,441	5,913	5,909	4,397	5,414	4,945	68,163	91,070
368	373	361	311	414	407	4,829	4,445
25,125	21,778	22,883	20,335	20,456	15,226	284,961	400,669
..	..	..	300	..	..	300	..
7,040	8,189	7,741	7,991	9,020	8,025	96,635	72,708
3,302	1,516	1,962	1,740	2,063	1,256	21,353	22,037
47	240	40	155	175	264	2,197	16,718
10,389	9,945	9,743	10,184	11,258	9,545	120,485	111,463
2,301,556	1,987,425	2,034,739	2,279,772	2,253,874	2,172,639	25,657,674	23,400,198
345,837	327,282	319,149	363,042	384,031	381,580	4,299,612	4,210,293
407,329	327,818	364,725	446,786	341,615	312,658	4,215,510	4,226,029
17,843	16,610	16,394	18,001	16,564	16,740	193,502	226,421
3,072,565	**2,659,135**	**2,735,007**	**3,107,601**	**2,996,084**	**2,883,617**	**34,366,298**	**32,062,951**

COAL EXPORTS, 1907.

Table showing the Exports of Coal from each South Wales and Monmouthshire Port to each Foreign Port in 1907, the Foreign Ports being grouped in Geographical Divisions.

The figures given in the following Tables are taken from Browne's Export List.

ARCTIC, BALTIC, AND NORTH SEA, PORTS NORTH OF HAMBURG.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Faröe Islands ..	831	..	..	..	..	..	831	..
Thorshavn ..	..	..	..	..	..	..	..	281
Westmanshavn ..	..	..	..	..	..	..	..	187
Oddeyri ..	345	..	..	..	..	..	345	..
Onundafjord ..	255	..	..	..	..	..	255	..
Havnesfjord ..	945	..	..	..	..	..	945	1,807
Faljord ..	..	..	..	..	..	..	..	68
Tromsö ..	1,051	..	..	..	..	..	1,051	1,231
Valderhang ..	1,127	..	..	..	1,998	..	3,125	1,785
Narvik ..	..	..	..	..	..	..	..	2,341
Trondhjem ..	13,505	1,316	..	..	7,317	..	22,138	8,603
Molde ..	2,442	3,694	..	..	..	..	6,136	..
Bergen ..	13,377	..	..	..	..	..	13,377	5,835
Stavanger ..	..	..	..	..	175	..	175	..
Christiansand ..	..	..	..	..	..	..	..	1,598
Hommelvik ..	..	..	..	..	2,736	..	2,736	..
Kambo ..	..	..	..	..	..	..	..	592
Skien ..	15,898	1,005	..	..	1,543	..	18,446	17,357
Sannesund ..	..	..	..	..	800	..	800	505

COAL EXPORTS, 1907.

Sandefjord ..	4,021	..	..	..	..	..	4,021	1,756
Tonsberg ..	..	..	..	..	..	..	..	399
Horten ..	2,374	..	..	..	..	..	2,374	4,263
Karlsjohansvärn	..	..	..	..	..	..	..	1,869
Drammen ..	..	..	..	..	..	..	..	1,763
Christiania ..	16,200	..	..	..	1,345	468	18,013	15,836
Sarpsborg ..	..	..	..	..	1,963	..	1,963	368
Moss ..	1,378	503	..	..	..	..	1,881	6,439
Uddevalla ..	..	..	..	..	935	930	1,865	2,701
Gothenburg ..	2,916	..	..	..	10,404	5,962	19,282	16,486
Halmstad ..	..	..	..	..	..	1,536	1,536	1,754
Helsingborg ..	..	..	506	..	1,251	2,503	4,260	4,571
Landscrona ..	..	..	..	..	1,216	503	1,719	2,818
Malmö ..	330	..	..	..	2,689	6,864	9,883	7,423
Trelleborg ..	..	..	..	..	..	..	..	250
Ystad ..	..	..	..		1,599	..	1,599	2,537
Carlsham ..	5,696	..	..	..	..	..	5,696	1,299
Ahus ..	..	..	..	..	..	..	..	1,121
Carlscrona ..	11,077	341	..	..	..	..	11,418	6,139
Bjorkosund ..	..	..	..	..	..	..	..	1,802
Oscarshamn ..	..	460	..	..	365	..	825	1,612
Linhamn ..	..	..	..	..	..	..	..	2,551
Wisby ..	..	..	..	..	7,111	..	7,111	2,870
Frano ..	..	..	..	..	..	1,283	1,283	685
Norrköping ..	..	..	..	..	1,342	1,570	2,912	5,909
Oxelosund ..	2,036	..	..	..	..	..	2,036	1,670
Stockholm ..	29,967	1,468	..	..	56,343	3,650	91,428	99,070
Björko ..	8,231	963	1,807	..	..	..	11,001	4,041
Kalmar ..	..	..	..	..	235	..	235	..
Gefle ..	..	..	..	..	1,715	3,504	5,219	4,480
Sodorhamm ..	..	..	..	..	1,170	..	1,170	..
Stugsund ..	..	..	..	..	1,000	..	1,000	1,183

ARCTIC, BALTIC AND NORTH SEA, PORTS NORTH OF HAMBURG.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports	
							1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Hudiksvaal ..	..	..	..	..	..	263	263	..
Sundsvaal ..	..	..	..	..	7,759	..	7,759	3,710
Hernosand ..	..	..	..	..	..	969	969	1,592
Lulea ..	..	..	..	..	1,663	..	1,663	1,471
Emden ..	..	..	..	..	..	..	..	1,117
Helsingfors ..	753	..	..	..	1,021	..	1,774	995
Hangö ..	4,999	..	..	..	..	..	4,999	..
Sveaborg ..	8,869	..	..	..	..	..	8,869	5,941
St. Petersburg ..	6,586	..	..	..	2,640	..	9,226	10,785
Cronstadt ..	283,299	8,218	15,535	..	3,957	..	311,009	221,350
Reval ..	6,364	..	..	..	..	..	6,364	6,330
Riga ..	2,011	..	..	..	1,405	..	3,416	2,951
Libau ..	35,454	..	..	..	..	..	35,454	8,333
Memel ..	..	..	..	..	741	..	741	1,906
Königsberg ..	..	..	..	..	6,836	3,193	10,029	4,736
Pillau ..	4,819	..	..	..	..	..	4,819	2,184
Newfairwater ..	1,255	..	..	..	6,905	..	8,160	2,062
Dantzig ..	..	..	..	..	772	..	772	8,367
Stettin ..	27,852	..	..	..	106,098	9,170	143,120	111,246
Swinemunde ..	5,370	..	..	..	..	..	5,370	2,738
Rostock ..	..	..	..	..	1,603	385	1,988	2,105
Wismar ..	..	..	..	..	2,219	..	2,219	1,240
Lubeck ..	..	..	..	..	..	..	..	2,297
Holtenau ..	2,749	..	..	..	..	..	2,749	..
Kiel ..	6,088	2,493	..	..	1,904	..	10,485	10,112
Rensburg ..	..	..	..	..	..	1,112	1,112	..
Ellerbeck ..	1,711	..	..	..	..	..	1,711	..

Flensberg ..	..	..	..	..	922	..	922	661
Cap Skagen ..	..	2,468	..	..	..	..	2,468	..
Frederickshavn ..	4,185	2,054	..	..	1,433	..	7,672	660
Aalborg ..	284	1,201	..	..	..	..	1,485	..
Eskifjord ..	401	..	..	..	..	..	401	375
Aarhus ..	21,471	3,194	..	..	1,563	1,525	27,753	3,466
Fredericid ..	..	..	..	..	290	..	290	..
Nykjöbing ..	157	..	..	..	..	..	157	299
Masnedsund ..	3,752	..	..	..	..	..	3,752	..
Masnedo ..	..	..	..	..	..	..	..	589
Korsöer ..	5,661	2,328	..	..	..	..	7,989	1,253
Copenhagen ..	42,509	4,836	..	..	9,679	3,035	60,059	50,191
Nyborg ..	5,846	..	..	..	..	..	5,846	..
Assens ..	818	..	..	..	..	..	818	..
Odense ..	..	..	..	..	955	286	1,241	940
Karrabeksminde	..	1,557	..	..	..	..	1,557	..
Kallundborg ..	2,276	4,937	..	..	..	..	7,213	..
Elsinore ..	11,682	..	..	..	..	..	11,682	3,488
Esbjerg ..	662	..	..	..	..	..	662	..
Lemvig ..	181	..	..	..	..	..	181	..
Total ..	632,066	43,036	17,848	..	265,617	48,711	1,007,278	723,345
	COASTING LIMITS, HAMBURG TO BREST.							
Hamburg ..	81,864	1,400	..	..	68,179	9,559	161,002	187,848
Harburg ..	13,884	..	..	..	14,435	10,089	38,408	1,574
Bremerhaven ..	107,298	16,576	..	..	9,747	..	133,621	10,849
Bremen ..	..	..	..	..	4,039	..	4,039	13,007
Brake ..	..	..	..	..	393	..	393	..
Wilhelmshaven ..	1,102	..	..	..	..	..	1,102	..
Harlingen ..	..	..	..	..	..	5,761	5,761	5,286
Amsterdam ..	472	..	1,504	..	21,188	2,489	25,653	38,879
Nieudiep ..	9,685	..	1,248	..	..	..	10,933	6,080

COASTING LIMITS, HAMBURG TO BREST.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Rotterdam ..	790	..	798	..	85,684	7,955	95,227	95,338
Zee Brügge ..	45,529	..	..	..	9,346	..	54,875	18,198
Helvoetsluis ..	2,790	..	..	..	..	..	2,790	1,190
Dordrecht ..	..	..	..	..	..	..	..	2,025
Antwerp ..	9,063	19,491	6,504	..	13,151	719	48,928	51,564
Terneuzen ..	..	..	..	..	..	..	..	5,424
Ghent ..	..	673	..	..	..	942	1,615	2,996
Flushing ..	1,245	..	..	..	..	..	1,245	458
Bruges ..	..	..	..	..	785	..	785	..
Dunkirk ..	20,838	..	22,661	..	782	1,075	45,356	64,296
Calais ..	98,384	1,648	..	..	1,680	4,904	106,616	168,861
Boulogne ..	9,037	..	..	2,079	35,506	..	46,622	35,018
St. Valery-sur-Somme	205	..	..	482	4,073	426	5,186	5,142
Abbeville ..	..	..	..	..	..	..	..	642
Treport ..	13,814	..	1,693	2,271	23,083	1,224	42,085	51,329
Eu ..	..	..	..	775	1,868	..	2,643	3,097
Dieppe ..	129,146	4,105	..	748	49,724	20,819	204,542	160,890
St. Valery-en-Caux	..	..	..	..	..	218	218	..
Fecamp ..	1,019	..	956	21,798	12,657	265	36,695	38,273
Havre ..	507,594	27,843	8,009	3,829	77,419	710	625,404	534,407
Caudebec ..	..	..	..	..	1,305	..	1,305	1,900
Duclair ..	2,037	..	..	..	..	..	2,037	1,707
Rouen ..	110,481	122,674	29,514	22,733	555,176	28,980	869,558	778,650
Pont Audemer ..	..	..	..	..	..	..	..	118
Honfleur ..	56,192	6,442	..	19,356	28,206	8,531	118,727	82,157
Trouville ..	6,690	..	..	12,713	37,455	2,809	59,667	61,172

Deauville ..	2,218	..	..	..	..	..	2,218	..
Caen ..	102,329	3,671	1,313	34,774	115,739	13,392	271,218	245,083
Portsal ..	186	244	..	..	..	..	430	105
Isigny ..	173	..	..	..	..	..	173	..
Carentan ..	513	..	..	..	85	180	778	657
St. Vaast ..	..	..	..	..	288	..	288	122
Barfleur ..	104	..	..	..	..	..	104	75
Cherbourg ..	653	1,279	1,424	2,548	13,043	1,155	20,102	19,674
Alderney ..	1,058	946	..	..	..	..	2,004	9,261
St. Sampson ..	160	..	..	..	..	..	160	242
Guernsey ..	2,890	826	..	1,790	31,358	17,453	54,317	51,476
St. Helier ..	..	..	..	..	348	..	348	..
Jersey ..	3,429	970	..	87	335	..	4,821	3,925
Regneville ..	..	..	..	..	226	..	226	..
Granville ..	18,684	..	..	6,245	4,170	..	29,099	16,755
St. Malo ..	176,973	1,381	1,796	1,539	43,616	..	225,305	191,195
St. Servan ..	5,634	..	282	70	1,798	329	8,113	2,890
Dahouet ..	..	..	..	..	166	..	166	141
St. Brieux ..	7,465	976	..	..	2,610	..	11,051	10,287
Le Legue ..	..	289	..	..	274	..	563	..
Binic ..	..	..	..	..	..	..	..	192
Paimpol ..	342	..	..	..	232	..	574	467
Locquire ..	..	..	..	..	..	..	..	97
Pontrieux ..	270	..	..	..	1,270	..	1,540	978
Treguier ..	808	108	..	25	218	..	1,159	1,263
Perros Gueric ..	249	141	..	..	352	..	742	581
Lannion ..	713	210	188	..	771	..	1,882	1,666
Morlaix ..	1,970	..	..	..	4,611	1,833	8,414	5,865
Roscoff ..	1,389	372	..	..	706	..	2,467	1,728
Ile de Batz ..	..	..	..	109	..	..	109	..
Abervrach ..	435	565	..	..	337	..	1,337	927
Le Conquet ..	225	704	..	..	..	..	929	873
Brest ..	44,899	1,399	..	..	19,379	139	65,816	75,473
Total ..	1,602,928	214,933	77,890	133,971	1,297,813	141,956	3,469,491	3,070,373

NORTH FRENCH LIMITS, BREST TO BAYONNE.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Landerneau ..	407	444	..	109	987	150	2,097	2,191
Port Launay ..	..	..	..	..	111	..	111	..
Cameret ..	..	..	..	..	..	..	..	264
Douarnenez ..	114	498	..	..	..	..	612	484
Audierne ..	..	1,360	..	..	..	..	1,360	1,371
Pont l'Abbé ..	276	990	..	..	258	..	1,524	1,068
Loctudy ..	..	184	..	..	..	..	184	..
Quimper ..	82	495	220	332	2,482	..	3,611	4,135
Concarneau ..	..	311	..	..	532	..	843	273
Pont Aven ..	..	..	..	..	..	..	..	89
L'Orient ..	32,439	27,515	..	680	19,562	1,907	82,103	49,616
Penelann ..	..	..	..	..	161	..	161	..
Hennebont ..	26,670	3,824	..	..	..	..	30,494	23,599
Auray ..	616	..	264	..	..	..	880	1,148
Quiberon ..	..	393	..	..	200	..	593	868
Vannes ..	1,750	205	..	..	2,733	..	4,688	2,606
Sauzon ..	..	..	..	..	..	..	..	137
Lannards ..	..	..	..	..	162	..	162	320
Port Haliguen ..	..	..	..	..	..	..	..	199
Port Navalo ..	..	178	..	..	..	..	178	90
Redon ..	2,225	659	..	..	424	..	3,308	2,298
Le Palais ..	..	177	..	..	..	..	177	179
Belle Isle ..	327	..	..	..	..	..	327	556
Croisic ..	..	648	..	..	..	..	648	315
Pouliguen ..	128	295	..	..	..	..	423	164
St. Nazaire ..	253,099	30,974	150,010	904	68,282	..	503,269	444,591

Coueron ..	545	1,225	..	..	..	..	1,770	..
Nantes ..	88,242	38,080	32,291	..	43,468	1,075	203,156	157,615
Nantes or Chantenay	..	..	..	..	..	..	..	2,928
Mortagne ..	1,560	305	..	..	1,034	228	3,127	1,879
Chantenay ..	101,428	..	64,116	..	95,869	..	261,413	277,750
Indre-sur-Loire ..	..	..	..	..	..	..	..	160
Paimboeuf ..	..	655	..	..	110	..	765	1,074
Pornic ..	1,032	445	585	..	669	..	2,731	3,110
Normoutier ..	..	..	..	..	163	..	163	..
Isle d' Yeu ..	..	..	..	..	4	..	4	..
Sables d'Olennes	25,596	..	..	..	28,458	..	54,054	52,887
Marans ..	..	..	2,479	151	10,640	..	13,270	10,447
La Rochelle ..	89,604	..	27,918	..	72,110	2,622	192,254	195,316
La Trinité ..	..	130	..	..	..	..	130	..
Ars-en-Ré ..	..	62	..	..	..	..	62	129
La Pallice ..	125,205	16,997	1,525	906	30,049	..	174,682	93,958
Rochefort ..	35,774	..	1,293	..	35,415	4,901	77,383	68,828
Tonnay Charente	27,296	1,645	1,450	1,497	2,598	..	34,486	35,246
Isle d'Oleron ..	..	..	134	..	..	..	134	..
Le Chateau ..	160	..	..	..	..	..	160	..
Marennes ..	..	..	..	..	2,389	..	2,389	992
Royan ..	..	..	..	..	249	..	249	189
Charente ..	..	..	495	..	28,601	..	29,096	29,687
Les Monards ..	..	..	..	..	..	120	120	..
Blaye ..	4,147	..	..	..	..	..	4,147	1,417
Boucau ..	23,575	..	10,846	..	..	..	34,421	27,667
Bordeaux ..	317,743	86,033	167,567	..	137,861	..	709,204	547,784
Pauillac ..	3,695	..	..	..	3,744	..	7,439	4,282
Arcachon ..	29,419	6,817	..	..	..	..	36,236	23,267
Bayonne ..	55,491	1,426	18,879	..	16,432	..	92,228	81,171
Total ..	1,248,645	222,970	480,072	4,579	605,757	11,003	2,573,026	2,154,344

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Socoa ..	..	..	..	..	478	..	478	745
Passages ..	16,447	..	..	..	4,209	..	20,656	33,112
San Sebastian ..	..	..	..	..	539	..	539	..
Bilboa ..	12,764	82,347	..	90	..	..	95,201	125,384
Segunto ..	201	..	..	..	114	..	315	516
Luchana ..	..	..	..	..	..	..	..	3,908
Castro Urdiales ..	..	..	..	..	..	..	..	1,624
Santander ..	5,475	..	1,883	..	4,634	..	11,992	27,108
Rivadeo ..	..	..	..	..	..	..	..	527
Vivero ..	1,019	..	..	..	..	..	1,019	..
Ferrol ..	9,512	..	..	..	..	..	9,512	7,537
Corunna ..	4,364	6,768	..	..	..	..	11,132	14,213
Carraca ..	..	602	..	..	..	..	602	..
Corcubion ..	5,888	11,718	..	..	2,328	..	19,934	18,309
Villagarcia ..	2,017	1,344	..	..	..	..	3,361	21,301
Arosa Bay ..	23,163	..	..	..	..	..	23,163	22,293
Bouzas ..	..	..	..	..	..	..	..	1,049
Marin ..	2,005	1,429	..	..	441	..	3,875	6,427
Vigo ..	31,055	13,338	..	..	881	..	45,274	43,786
Vianna do Castello	..	297	..	..	..	..	297	399
Leixoes ..	..	..	..	..	..	..	..	557
Oporto ..	71,648	26,021	..	..	6,698	..	104,367	95,534
Figueira da Foz ..	..	..	..	..	..	..	..	1,079
Lisbon ..	312,432	88,298	..	..	3,649	785	405,164	382,270
Lagos ..	1,645	..	..	..	..	..	1,645	..
Lagos and Olhao	267	..	..	..	..	..	267	..

Setubal ..	223	..	..	..	47	..	270	152
Tavira ..	218	..	..	..	..	..	218	498
Portimao ..	1,099	..	..	..	..	..	1,099	1,031
La Laja ..	..	1,216	..	..	..	..	1,216	1,094
Huelva ..	11,792	29,547	40,717	..	1,102	..	83,158	77,295
Villa Real ..	1,333	..	..	..	..	..	1,333	1,302
Seville ..	9,649	26,578	..	..	1,920	..	38,147	38,296
Bonanza ..	..	..	..	..	100	..	100	..
Cadiz ..	29,616	7,311	..	..	..	..	36,927	30,425
Gibraltar ..	175,789	77,745	..	..	1,592	..	255,126	292,569
Total ..	729,621	374,559	42,600	90	28,732	785	1,176,387	1,250,340

NEAR MEDITERRANEAN LIMITS.

Marbella ..	..	..	..	..	..	..	..	30
Malaga ..	6,378	..	..	..	406	..	6,784	6,774
Almeria ..	2,873	12,103	..	..	1,167	..	16,143	11,597
Mahon & Almeria	..	..	..	..	..	..	..	2,499
Mahon ..	748	..	..	..	..	..	748	..
Garrucha ..	970	..	..	..	..	..	970	2,265
Villaricos ..	1,455	..	..	..	..	..	1,455	..
Agua Amarga ..	2,199	..	..	..	..	..	2,199	..
Aguilas ..	583	10,797	..	..	..	..	11,380	12,480
Mazarron ..	1,334	..	..	..	..	..	1,334	2,450
Carthagena ..	5,562	..	..	..	726	..	6,288	10,451
Torrevieja ..	1,176	..	..	..	..	..	1,176	1,224
Alicante & Valencia	..	..	..	..	..	..	..	1,766
Alicante ..	4,227	650	..	..	4,998	..	9,875	3,079

NEAR MEDITERRANEAN LIMITS.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Denia ..	..	..	..	..	608	..	608	..
Gandia ..	12,014	..	..	..	1,854	..	13,868	14,115
Valencia ..	13,572	2,735	..	1,350	10,574	..	28,231	33,237
Ibiza ..	218	..	..	..	..	..	218	7,353
Viñaroz ..	1,150	..	..	..	..	..	1,150	606
Palma de Mallorca	13,128	..	..	..	..	..	13,128	1,564
Tarragona ..	15,290	..	..	..	4,333	..	19,623	39,095
Barcelona ..	241,814	3,887	..	..	40,438	..	285,139	289,779
San Felui de Guixols	..	..	..	..	2,558	..	2,558	4,691
Palamos ..	..	..	..	..	1,596	..	1,596	1,844
Rosas ..	..	..	..	..	..	..	..	451
Port Mahon ..	4,618	..	..	..	..	..	4,618	4,061
Soller ..	806	..	..	..	..	..	806	1,196
Marseilles ..	489,039	225,826	..	..	49,506	..	764,371	595,887
Nice ..	1,120	..	..	..	10,533	..	11,653	6,228
Monaco ..	680	..	..	..	..	..	680	1,330
Mentone ..	816	..	..	..	..	..	816	..
Porto Marizio ..	..	..	..	..	..	..	..	3,233
Savona ..	212,965	106,994	..	..	24,621	..	344,580	255,767
Genoa ..	1,347,585	316,588	50,858	..	132,949	..	1,847,980	1,630,152
Spezzia ..	211,776	52,602	14,749	..	23,795	..	302,922	237,813
Leghorn ..	199,078	60,717	..	..	43,996	..	303,791	279,009
Porto Ferrajo ..	37,362	..	..	..	..	..	37,362	44,063
Civita Vecchia ..	61,764	53,748	3,073	..	19,686	..	138,271	153,425
Gaeta ..	..	..	..	..	..	..	..	29,026

Naples ..	244,106	119,296	17,860	..	23,187	..	404,449	471,461
Torre Annunziata	55,788	42,975	8,593	..	7,288	..	114,644	192,807
Castellamare ..	..	2,162	..	..	..	..	2,162	6,175
Salerno ..	4,982	9,430	2,868	..	..	..	17,280	10,555
Viano di Sorrento	..	..	..	..	..	..	..	885
Bastia ..	..	..	6,189	..	..	..	6,189	3,819
Maddalena ..	..	..	..	..	..	..	..	27,367
Cagliari ..	18,654	..	3,738	..	..	..	22,392	15,147
Golfo Aranci ..	4,255	..	..	..	..	..	4,255	2,267
Carloforte ..	..	..	7,724	..	..	..	7,724	4,668
Trapani ..	..	2,902	..	..	2,224	..	5,126	3,225
Palermo & Trapani	..	..	..	..	2,622	..	2,622	1,747
Palermo ..	66,954	17,574	22,660	..	6,770	..	113,958	98,900
Milazzo ..	..	3,808	..	..	..	..	3,808	8,479
Messina ..	70,835	29,166	4,326	..	8,141	..	112,468	104,409
Messina Brindisi	..	..	2,228	..	..	..	2,228	..
Porto Vecchio di Piombino	11,681	..	..	..	..	..	11,681	13,633
Catania ..	13,013	19,873	..	..	15,941	..	48,827	38,782
Porto Augusta ..	3,455	6,902	..	..	..	..	10,357	21,198
Porto Augusta & Brindisi	..	..	..	..	..	..	..	5,350
Syracuse ..	..	2,454	3,320	..	..	..	5,774	5,850
Licata ..	..	2,705	..	..	4,272	..	6,977	10,600
Porto Empedocle	2,484	3,873	..	..	4,359	..	10,716	9,741
Malta ..	225,247	119,128	6,467	..	..	..	350,842	362,066
Reggio ..	5,641	16,073	7,007	..	..	..	28,721	46,409
Taranto ..	20,871	..	..	..	4,643	..	25,514	57,462
Francaville ..	..	..	..	..	..	..	..	1,670
Brindisi ..	80,394	14,131	..	..	..	..	94,525	134,656
Bari ..	14,784	..	..	..	10,731	..	25,515	26,402
Barletta ..	..	..	..	..	5,473	..	5,473	5,970

NEAR MEDITERRANEAN LIMITS.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Giulianuova ..	..	..	..	..	951	..	951	1,066
Ortona ..	..	..	..	..	399	..	399	12,772
Pescara ..	4,681	..	..	..	..	..	4,681	..
Ancona ..	130,316	30,491	..	..	37,558	..	198,365	206,193
Venice ..	498,901	94,487	..	..	44,008	..	637,396	615,973
Trieste ..	109,579	22,052	209	..	3,320	..	135,160	143,399
Trieste and/or Fiume	..	..	..	..	426	..	426	..
Pola ..	10,465	..	..	..	..	..	110,465	10,591
Fiume ..	85,481	88,175	..	..	2,819	..	76,475	54,579
Teodo ..	2,896	..	..	..	..	..	2,896	2,026
Sebenico ..	2,896	..	..	..	3,824	..	6,720	8,495
Total ..	4,580,659	1,494,304	161,869	1,350	563,300	..	6,801,482	6,435,314
UPPER MEDITERRANEAN LIMITS.								
Corfu ..	6,048	..	..	..	..	..	6,048	8,220
Krioneri ..	..	..	..	..	..	..	..	800
Patras ..	3,367	..	..	..	99	..	3,466	3,370
Zante ..	3,027	..	..	..	..	..	3,027	..
Navarino ..	6,537	..	..	..	..	..	6,537	3,066
Kalamata ..	..	..	..	..	..	..	..	201
Suda Bay ..	780	..	..	..	..	..	780	2,308
Salamis ..	4,742	..	..	..	..	..	4,742	9,666
Piræus ..	99,550	104,029	4,548	..	563	..	208,690	190,083

Piræus or Constantinople ..	..	..	..	..	..	..	..	2,853
Ergasteria ..	802	..	..	..	2,897	..	3,699	7,180
Zea ..	21,842	..	..	..	..	..	21,842	21,694
Syra ..	33,184	7,309	..	..	..	..	40,493	61,468
Andros ..	4,579	..	..	..	..	..	4,579	..
Volo ..	6,634	..	..	..	22	..	6,656	4,941
Salonica ..	16,612	..	..	..	595	..	17,207	14,580
Haidar Pacha ..	32,560	..	..	..	..	..	32,560	27,563
Constantinople ..	167,420	67,672	..	..	..	..	235,092	210,158
Bourgas ..	4,453	250	..	..	..	..	4,703	3,868
Varna ..	43,206	300	..	..	65	..	43,571	6,293
Kustendje ..	64,596	1,123	..	..	..	..	65,719	8,798
Sulina ..	40,418	..	..	..	..	..	40,418	28,518
Sulina & Galatz ..	2,888	..	..	..	..	..	2,888	..
Galatz ..	162,338	11,045	..	..	..	..	173,383	59,561
Galatz or Ibrail	..	..	..	..	..	..	..	4,953
Alexandrovsk ..	2,280	..	..	..	..	..	2,280	1,003
Ibrail ..	9,226	..	..	..	4,590	..	13,816	3,121
Odessa ..	..	..	..	..	9	..	9	42,432
Nicolaieff ..	..	..	..	..	..	..	..	2,855
Smyrna ..	10,761	25,616	..	..	856	..	37,233	36,411
Marmarice ..	6,473	..	..	..	..	..	6,473	..
Cyprus ..	797	..	..	..	..	..	797	..
Tripoli ..	30	..	..	..	..	..	30	..
Beyrout ..	3,196	2,808	..	..	635	..	6,639	8,323
Haifa ..	..	2,987	..	..	..	..	2,987	6,122
Jebba ..	109	..	..	..	..	..	109	..
Mersyne ..	..	..	..	..	298	..	298	..
Port Said ..	1,323,819	13,428	16,267	..	9,556	..	1,363,070	1,244,950
Total ..	2,082,274	236,567	20,815	..	20,185	..	2,359,841	2,025,359

NORTH AFRICA, &c. (MED.), LIMITS, ALEXANDRIA TO CEUTA.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Alexandria ..	567,722	45,331	70,865	..	8,049	..	691,967	665,476
Imberak ..	..	..	..	..	..	..	..	1,150
Sfax ..	..	8,588	1,761	..	3,499	..	13,848	15,583
Tunis ..	22,868	22,511	..	..	13,294	..	58,673	60,214
Sousse ..	2,545	..	..	..	2,603	..	5,148	341
Bizerta ..	4,695	..	..	..	1,285	..	5,980	1,463
Bona ..	20,965	7,018	..	..	2,766	..	30,749	37,347
Phillipville ..	571	91	92	..	1,600	..	2,354	4,550
Bougie ..	..	..	..	..	4,824	..	4,824	3,562
Algiers ..	276,642	286,954	5,763	..	9,766	..	579,125	477,006
Arzew ..	..	..	..	..	172	..	172	350
Mers El Keber ..	5,228	..	..	..	..	..	5,228	1,647
Oran ..	34,021	61,027	..	..	7,576	..	102,624	76,107
Benisaf ..	..	..	..	..	59	..	59	131
Total ..	935,257	431,520	78,481	..	55,493	..	1,500,751	1,344,927

WEST AFRICA, CEUTA TO CAPE TOWN.

Ceuta ..	..	..	..	..	..	..	..	1,666
Tangiers ..	1,954	..	..	..	..	..	1,954	1,306
Horta (Fayal) ..	2,079	..	..	..	..	..	2,079	..
Fayal ..	5,073	656	..	..	..	..	5,729	4,501
St. Michael's ..	20,136	5,044	..	..	..	..	25,180	20,400
Ponta Delgada ..	..	..	..	..	..	..	..	5,168
Azores ..	408	..	..	..	..	..	408	6,682
Angra, Terceira ..	..	..	..	..	211	..	211	..
Madeira ..	151,346	..	19,175	..	..	..	170,521	140,486

Canary Isles ..	..	..	..	..	..	..	..	6,250
Teneriffe ..	233,338	3,512	..	..	..	..	236,850	185,341
Santa Cruz ..	4,473	..	..	..	..	..	4,473	22,689
Las Palmas ..	388,655	13,761	..	..	..	..	402,416	343,149
Cape de Verdes ..	218,257	..	..	..	..	..	218,257	329,199
Porto Praya ..	4,835	..	..	..	..	..	4,835	6,304
St. Vincent ..	170,716	..	..	..	..	..	170,716	1,901
Dakar ..	63,289	..	..	..	..	..	63,289	61,037
Bathurst ..	326	..	..	..	..	..	326	304
Burutu ..	4,852	..	..	..	..	..	4,852	6,144
Conakry ..	..	..	..	..	..	..	..	539
Accra ..	..	..	..	..	..	..	..	104
Sierra Leone ..	26,173	..	1,059	..	..	..	27,232	13,958
Axim ..	..	2	..	..	..	..	2	..
Sekondi ..	1,377	247	..	..	..	..	1,624	51
Sekondi and Axim	..	..	..	..	..	..	..	592
Addah ..	..	..	..	..	..	..	..	52
Lagos ..	7,783	..	..	..	..	..	7,783	10,066
Palma ..	..	..	..	..	..	..	..	11,506
Forcados ..	2,573	..	..	..	..	..	2,573	..
Warri ..	..	..	..	..	..	..	..	97
Akassah ..	..	..	..	..	..	..	..	510
Fernando Po ..	1,008	..	..	..	..	..	1,008	762
St. Paul do Loando	16,851	4,381	..	..	..	..	21,232	21,440
Lobita Bay ..	2,478	..	..	..	..	..	2,478	..
St. Helena ..	1,651	..	..	..	..	..	1,651	2,834
W. Coast of Africa	..	..	8,541	..	..	..	8,541	8,209
Lüderitz Bay ..	5,581	..	938	..	..	..	6,519	4,828
Swakopmund ..	4,842	..	..	..	..	..	4,842	..
Port Nolloth ..	2,601	394	..	..	5,145	..	8,140	9,179
Total ..	1,342,655	27,997	29,713	..	5,356	..	1,405,721	1,227,294

EAST AFRICA, CAPETOWN TO SUEZ.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Capetown ..	27,958	2,008	..	..	..	..	29,966	100,624
Simonstown ..	12,536	..	..	..	..	..	12,536	12,869
Mossel Bay ..	307	..	..	..	..	..	307	308
Port Elizabeth ..	..	..	..	..	..	..	..	796
Algoa Bay ..	503	..	..	..	..	..	503	1,350
East London ..	..	..	..	..	..	..	..	2,017
Delagoa Bay ..	500	582	..	..	..	..	1,082	2,057
Delagoa Bay and Beira	..	599	..	..	..	..	599	..
Natal ..	..	3	..	..	..	..	3	10
Beira ..	..	1,607	..	..	..	..	1,607	..
Mozambique ..	2,505	..	..	..	..	..	2,505	..
Diego Saurez ..	20,277	..	..	..	..	..	20,277	13,604
Mauritius ..	18,532	..	..	..	..	..	18,532	15,259
Port Louis ..	4,734	..	..	..	..	..	4,734	4,003
Reunion ..	5,134	..	..	..	..		5,134	13,542
Zanzibar ..	4,480	..	..	..	..	..	4,480	1,804
Port Killindini ..	1,023	..	..	..	..	..	1,023	..
Mombasa ..	..	..	..	..	..	..	..	1,362
Dar-es-Salaam ..	5,626	..	..	..	..	..	5,626	2,931
Seychelles ..	..	..	..	..	..	..	..	910
Mahe ..	..	2,409	..	..	..	..	2,409	..
Djibouti ..	18,615	2,856	..	..	..	..	21,471	20,292
Perim ..	43,050	..	..	..	..	..	43,050	34,302
Massowah ..	4,556	..	..	..	..	..	4,556	5,875
Suez ..	5,088	21,172	..	..	..	..	26,260	28,153
Total ..	175,424	31,236	..	..	..	..	206,660	262,068

RED SEA, PERSIAN GULF, INDIAN, &c., LIMITS TO SINGAPORE.

Aden ..	122,535	5,648	10,884	..	..	..	139,067	112,369
Suakim ..	27,203	4,921	..	..	..	..	32,124	29,853
Muscat ..	1,801	2,198	..	..	..	..	3,999	2,842
Bussorah ..	1,992	4,883	..	..	..	..	6,875	3,296
Mohamerah ..	..	2,285	..	..	..	..	2,285	297
Imberak ..	..	..	..	..	..	..	..	597
Bushire ..	889	586	..	..	..	..	1,475	3,114
Busreh ..	1,005	9,065	..	..	..	..	10,070	14,648
Aruba ..	305	1,308	..	..	..	..	1,613	..
Karachi & Bombay	..	..	..	..	..	..	..	5,498
Karach ..	1,668	2,012	..	..	..	..	3,680	3,945
Bombay ..	71,414	17,917	..	..	..	..	89,331	105,615
Marmagoa ..	487	..	..	..	..	..	487	1,369
Cochin ..	..	1,003	..	..	..	..	1,003	..
Colombo ..	252,353	11,738	..	..	..	..	264,091	307,846
Colombo and Beira	..	3,564	..	..	..	..	3,564	..
Calcutta ..	..	..	..	..	..	..	..	176
Tandjong Priok ..	..	..	..	..	..	..	..	2,094
Singapore ..	57,735	..		..	..	..	57,735	95,527
Total ..	539,387	67,128	10,884	..	..	..	617,399	689,086

FAR EAST LIMITS, EAST OF SINGAPORE.

Penang ..	..	..	..	..	190	..	190	..
Balik Papan ..	..	297	..	..	..	..	297	..
Pankalon Brandon	..	104	..	..	..	..	104	..
Sabang ..	10,379	..	..	..	..	..	10,379	22,728
Java ..	7,217	..	..		..	..	7,217	6,372
Hong Kong ..	80,485	..	..	..	..	..	80,485	57,308

FAR EAST LIMITS, EAST OF SINGAPORE—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
							1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Shanghai ..	24,434	..	..	..	..	..	24,434	6,058
Tsingtau ..	4,965	..	..	..	..	..	4,965	..
Amoy ..	..	2,005	..	..	..	..	2,005	2,002
Chefoo ..	3,926	..	..	..	..	..	3,926	..
Wei-Hai-Wei ..	..	..	..	..	..	..	..	5,098
Nagasaki ..	2,828	..	..	..	..	..	2,828	..
Tokuyama ..	1,709	..	..	..	..	..	1,709	..
Kure ..	..	..	..	..	1,215	..	1,215	..
Kobe ..	..	498	..	..	513	..	1,011	..
Yokohama ..	..	4,442	..	..	10	..	4,452	3,295
Kamtchatka ..	1,179	..	..	..	..	..	1,179	..
Total ..	137,122	7,346	..	..	1,928	..	146,396	102,861
AUSTRALASIAN AND PACIFIC ISLAND LIMITS.								
Honolulu ..	..	..	..	..	..	..	..	3,347
Adelaide ..	..	..	..	..	..	..	..	2
Total ..	..	..	..	..	..	..	..	3,349
NORTH AND SOUTH AMERICA, PACIFIC PORTS LIMITS.								
Esquimault ..	997	..	..	..	..	..	997	..
Portland (Oregon)	..	..	..	..	2,436	..	2,436	5,934
Seattle ..	..	..	..	..	2,908	..	2,908	..
San Francisco ..	13,170	..	..	..	18,446	..	31,616	24,797
Guadeloupe ..	..	1,664	..	..	..	..	1,664	..
Sulina Cruz ..	2,816	..	..	..	..	..	2,816	6,579
Acapulco ..	10,221	..	..	..	..	..	10,221	3,607
Punta Arenas ..	48,780	..	6,028	..	..	..	54,808	7,062
Iquitos ..	932	..	..	..	..	..	932	478

Callao ..	20,906	..	..	..	..	..	20,906	6,448
Pisagua ..	3,000	..	28,511	..	..	..	31,511	40,180
Junin ..	8,152	..	2,699	..	..	..	10,851	9,684
Iquique ..	26,385	..	152,665	..	2,753	..	181,803	114,144
Caleta Buena ..	4,261	..	2,725	..	..	..	6,986	..
Iquique and Punta Arenas ..	..	..	..	..	..	..	..	4,814
Caleta Calosa ..	28,898	..	5,990	..	..	..	34,888	13,246
Tocopilla ..	17,429	..	9,604	..	..	..	27,033	14,832
Mexillones ..	4,760	..	20,469	..	..	..	25,229	5,981
Antofagasta ..	28,653	..	15,152	..	..	..	43,805	49,070
Taltal ..	14,535	..	23,146	..	3,162	..	40,843	16,361
Chanarel ..	..	..	..	..	..	..	..	2,423
Carrizal ..	..	..	..	..	..	..	..	199
Coronel ..	54,167	..	..	..	..	..	54,167	34,824
Cerro Azul ..	..	..	..	..	..	..	..	1,727
Coquimbo ..	..	..	..	..	..	..	..	3,311
Valparaiso ..	21,349	..	9,109	..	99	..	30,557	29,153
Casa Blanca ..	..	..	384	..	..	..	384	..
Talcahuano ..	..	..	..	..	..	..	..	10,620
Ancud ..	..	..	..	..	..	..	..	1,400
Total ..	309,411	1,664	276,482	..	29,804	..	617,361	406,874

NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.

Puerta Madrin and Callao ..	..	..	5,018	..	..	..	5,018	..
Bahia Blanca ..	60,861	99,585	..	..	..	..	160,446	108,272
River Plate ..	5,038	..	..	..	..	..	5,038	..
La Plata ..	18,076	66,583	..	..	..	..	84,659	20,904
Buenos Ayres ..	1,011,963	367,106	39,869	..	3,288	..	1,422,226	1,546,659
Campana ..	15,466	..	..	..	..	..	15,466	12,622

NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Zarate ..	18,503	..	..	..	..	..	18,503	19,478
Rosario ..	107,806	..	..	..	..	..	107,806	126,685
Parana ..	..	17,631	..	..	..	..	17,631	7,244
Santa Elena ..	4,963	..	..	..	..	..	4,963	..
Colastine ..	35,949	..	..	..	..	..	35,949	25,297
Concepcion del Uruguay ..	2,104	..	..	..	..	..	2,104	1,234
Paysandu ..	1,493	6,378	..	..	..	..	7,871	6,218
Frey Bentos ..	13,972	..	..	..	..	..	13,972	9,686
Monte Video ..	655,859	42,106	13,734	..	..	..	711,699	782,584
Rio Grande do Sul	15,977	192	210	..	1,457	..	17,836	14,886
Desterro ..	3,040	..	..	..	1,525	..	4,565	10
Santa Catherina ..	3,805	..	1,399	..	2,141	..	7,345	2,875
Santos ..	162,262	..	..	..	..	..	162,262	115,959
Rio de Janeiro ..	564,030	25,829	..	..	2,158	..	592,017	544,129
Victoria ..	515	..	..	..	..	..	515	..
Port Alegre ..	..	..	..	..	..	..	..	8
Cabadello ..	1,270	..	..	..	..	..	1,270	2,520
Bahia ..	39,000	7,426	764	..	2,877	..	50,067	45,286
Aracaju ..	..	..	..	..	..	..	..	1,096
Maceio ..	50	710	..	..	..	..	760	906
Pernambuco ..	62,048	8,502	1,159	..	1,701	..	73,410	66,343
Rio Grande do Norte ..	..	..	..	..	..	..	..	150
Ceara ..	..	..	..	..	..	..	..	752
Maranham ..	5,628	3,013	..	..	1,810	..	10,451	11,683

Para ..	112,330	..	..	..	..	..	112,330	99,883
Manaos ..	41,229	4,750	..	..	..	..	45,979	38,983
Paramaribo ..	10,609	..	..	..	..	..	10,609	999
Surinam ..	1,109	..	..	..	..	..	1,109	1,588
Demerara ..	699	..	..	..	..	..	699	1,888
La Guayra ..	60	706	..	..	..	..	766	780
Tucacas ..	20	..	..	..	..	..	20	..
St. Thomas ..	6,752	..	..	..	..	..	6,752	6,568
Savanilla ..	..	..	..	..	..	..	..	39
Colon ..	3,176	709	..	..	..	..	3,885	4,010
Port Limon ..	203	..	..	..	..	..	203	199
Trinidad ..	6,709	820	..	..	..	..	7,529	8,449
Port of Spain ..	798	..	..	..	..	..	798	1,215
Grenada ..	..	..	..	..	..	..	..	703
Orangestadt, A. ..	..	..	..	..	..	..	..	546
Barbados ..	15,340	..	..	..	..	..	15,340	15,130
Bridgetown ..	..	..	..	..	..	..	..	2,065
West Indies ..	..	..	..	..	..	..	..	887
St. Lucia ..	..	..	..	..	..	..	..	13,243
Sandy Point ..	..	..	..	..	..	..	..	2,500
St. Anne ..	..	..	..	..	..	..	..	1,302
St. Maria ..	326	..	..	..	..	..	326	323
St. Francois ..	..	252	..	..	..	..	252	308
Fort de France ..	..	..	..	..	..	..	..	2,712
Point a Pitre ..	2,762	887	..	..	..	..	3,649	3,333
Le Moule ..	..	..	..	..	..	..	..	1,684
San Juan ..	704	..	..	..	..	..	704	..
Sanchez ..	690	825	..	..	..	..	1,515	805
Jamaica ..	2,398	..	..	..	..	..	2,398	3,205
Kingstown ..	..	..	..	..	..	..	..	7,055
Havana ..	8,519	1,477	..	..	..	..	9,996	11,234
Nassau ..	442	..	..	..	..	..	442	..

NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.—*Continued.*

Port to which Exported.	Cardiff	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Yucatan ..	1,290	..	..	..	..	..	1,290	..
Progreso ..	..	..	..	..	..	..	..	580
Coatzacoalcos (Port Mexico)	..	13,044	..	..	..	..	13,044	476
Vera Cruz ..	2,693	101	100	..	..	..	2,894	11,958
Tampico ..	..	..	..	..	1,019	..	1,019	..
Puerto Morelas ..	..	..	..	..	..	..	..	586
Bermuda ..	16,480	..	..	..	..	..	16,480	8,689
New Orleans ..	1,834	..	..	..	..	..	1,834	..
St. John, N.B. ..	995	..	..	..	..	..	995	..
Halifax ..	4,301	..	..	..	..	..	4,301	2,501
Montreal ..	100	..	..	..	..	..	100	13,160
Three Rivers ..	..	..	..	..	..	..	..	3,002
Quebec ..	..	..	..	..	..	..	..	5,739
St. Johns, N.F. ..	2,145	..	..	..	273	..	2,418	611
Bonne Bay ..	272	..	..	..	..	..	272	443
Tilt Cove ..	..	..	..	..	1,119	..	1,119	1,979
Total ..	3,054,663	668,632	62,253	..	19,368	..	3,804,916	3,754,846

COAL EXPORTS, 1907.

SUMMARY OF TOTALS.

Geographical Division.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907 Tons.	1906 Tons.
Arctic, Baltic and North Sea	632,066	43,036	17,848	..	265,617	48,711	1,007,278	723,345
Coasting Limits, Hamburg to Brest	1,602,928	214,933	77,890	133,971	1,297,813	141,956	3,469,491	3,070,373
North French Limits ..	1,248,645	222,970	480,072	4,579	605,757	11,003	2,573,026	2,154,344
North Spanish and Portuguese Limits	729,621	374,559	42,600	90	28,732	785	1,176,387	1,250,340
Near Mediterranean Limits ..	4,580,659	1,494,304	161,869	1,350	563,300	..	6,801,482	6,435,314
Upper Mediterranean Limits ..	2,082,274	236,567	20,815	..	20,185	..	2,359,841	2,025,359
North African, etc., Limits ..	935,257	431,520	78,481	..	55,493	..	1,500,751	1,344,927
West African Limits ..	1,342,655	27,997	29,713	..	5,356	..	1,405,721	1,227,294
East African Limits ..	175,424	31,236	..	..	..	..	206,660	262,068
Red Sea, Persian Gulf, Indian, etc., Limits	539,387	67,128	10,884	..	..	..	617,399	689,086
Far East Limits	137,122	7,346	..	..	1,928	..	146,396	102,861
Australasian and Pacific Island Limits	..	..	..	..	..	..	..	3,349
North and South America, Pacific Ports Limits ..	309,411	1,664	276,482	..	29,804	..	617,361	406,874
North and South America, Atlantic Ports Limits ..	3,054,663	668,632	62,253	..	19,368	..	3,804,916	3,754,846
Total Exports to foreign Countries	17,370,112	3,821,892	1,258,907	139,990	2,893,353	202,455	25,686,709	23,450,380
Shipped as Bunkers for the use of Foreign-going Steamers	2,995,316	608,640	189,842	..	397,047	12,132	4,202,977	4,137,585

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

WELSH PORTS, CARDIFF TO ST. DAVID'S.

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Newport	..	..	..	..	..		..	..	40
Cardiff	..	..	..	..	312	..	..	312	3,746
Swansea	11	..	..	150	..	..	..	161	160
Oxwich	..	..	265	..	..	..	..	265	460
Port Eynon	..	..	..	..	..	..	..	..	37
Carmarthen	10	40	..	..	..	..	..	50	..
Laugharne	..	192	..	..	..	..	..	192	155
Saundersfoot	..	..	..	210	..	..	..	210	269
Neyland	..	60	..	..	..	..	..	60	..
Tenby	..	..	..	..	..	..	..	..	165
Caldy	..	..	..	..	60	..	..	60	..
Stackpole	..	..	305	..	50	..	..	355	358
Pembroke	2,925	302	..	..	..	..	..	3,227	3,050
Pembroke Dock ..	..	104	..	..	..	..	..	104	370
Picton Castle.. ..	..	149	..	..	..	..	..	149	72
Milford	60	289	287	..	20	..	..	656	21,016
Sandy Haven ..	..	..	..	..	..	..	..	..	60
Ceibur	..	..	..	..	382	..	60	442	120
Porthgain	..	..	..	..	..	..	300	300	1,456
Porthclais	..	150	..	..	..	..	..	150	150
Solva	68	78	..	..	156	222	..	524	1,003
Dale	..	314	..	..	..	..	..	314	..
Dinas	..	..	..	..	..	..	40	40	339
Llannon	65	..	923	..	..	..	..	988	60
St. Bride's	..	60	..	..	..	..	..	60	..
St. David's	..	601	..	..	..	402	..	1,003	1,212

Goodwick	..	..	..	..	..	..	..	..	..	225
Fishguard	..	..	..	..	..	..	..	..	..	924
Newport, Pem. ..	60	334	55	..	107	..	701	1,257	1,432
St. Dogmell	..	..	..	..	..	..	60	60	..
Cardigan	..	115	..	..	1,659	83	48	1,905	1,493
Moulgrove	..	..	..	..	..	..	..	..	130
Port Nant	100	120	..	..	..	..	..	220	95
Tresaith	..	..	..	..	336	..	..	336	336
Pwllgwaelod	..	75	..	..	..	..	550	625	372
Aberporth	..	..	..	..	430	..	500	930	828
Abercastle	..	..	..	..	..	..	155	155	262
Ceibach	..	..	..	..	118	..	..	118	231
Dinas Cross	..	..	..	..	..	..	92	92	..
Llangranog	..	65	..	..	523	..	216	804	994
New Quay	..	140	..	..	1,416	70	..	1,626	1,003
Aberayron	685	..	1,163	..	399	..	..	2,247	2,470
Aberystwith	..	..	..	..	174	..	..	174	..
Abereynon	..	..	..	..	..	..	..	..	60
Port Madoc	1,110	120	..	..	400	..	..	1,630	1,867
Aberdaron	..	..	..	..	..	..	..	..	75
Pwllheli	..	140	..	..	..	..	..	140	397
Llanor	..	..	..	..	..	..	..	..	365
Nevin	..	..	..	..	..	..	..	..	90
Carnarvon	1,187	565	..	..	470	105	..	2,327	2,656
Abersach	..	40	..	..	..	..	..	40	110
Porthysgaden ..	..	90	..	..	..	..	..	90	95
Porthleven	..	..	..	..	..	..	..	..	170
Porthdinllean.. ..	..	..	..	..	..	90	..	90	..
Port Dinorwic ..	60	..	..	..	..	..	..	60	305
Port Coleman ..	95	100	..	..	..	..	..	195	235
Port Rival	..	..	..	..	..	..	..	..	50

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

WELSH PORTS, FISHGUARD TO QUEENSFERRY.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Trevor	..	..	..	..	310	..	..	310	..
Llanidon	..	..	..	..	..	..	..	..	85
Holyhead	120	..	..	..	..	..	..	120	..
Amlwch	50	..	..	..	..	..	..	50	50
Friars Beach	..	..	..	..	..	..	..	..	100
Bangor	..	..	..	..	310	..	..	310	5,980
ENGLISH PORTS, NORTH-WEST COAST, BIRKENHEAD TO HARRINGTON.									
Birkenhead	2,050	..	..	..	..	..	..	2,050	..
Liverpool	241,490	315	52,212	2,668	535	340	..	297,560	331,578
Bromboro Port ..	..	..	..	..	..	..	..	..	135
Barrow	4,980	..	1,485	4,775	740	..	..	11,980	9,160
Duddon	..	..	..	..	170	..	..	170	170
Preston	..	..	..	..	..	..	..	..	220
Douglas	1,405	..	..	..	220	..	..	1,625	1,730
Laxey	..	..	..	..	..	..	..	..	230
Ramsey	975	..	..	210	105	..	..	1,290	2,825
Workington	..	..	..	550	870	..	..	1,420	200
Harrington	..	..	..	..	..	..	..	..	200
SCOTCH PORTS, WEST COAST.									
Annan	..	..	..	..	250	345	..	595	590
Irvine	600	..	..	..	..	..	..	600	1,250
Greenock	25,985	..	..	..	..	..	..	25,985	27,150

Rothesay	..	280	..	..	..	..	..	..	280	300
Oban	2,830	..	..	..	..	..	..	..	2,830	4,471
Glasgow	6,130	30	..	..	..	..	..	..	6,160	2,740
Port Glasgow ..	830	..	..	..	..	..	..	..	830	850
Lamlash	13,700	..	..	..	..	..	..	..	13,700	..
Campbelltown ..	110	..	..	..	330	..	..	..	440	1,326
Stornoway	280	..	..	..	..	..	..	..	280	1,040
Ullapool	150	..	..	..	..	..	..	..	150	..
SCOTCH PORTS, EAST COAST.										
Kirkwall	..	..	..	..	..	..	..	..	..	1,750
Invergordon	10,430	..	310	..	..	..	..	..	10,740	12,420
Cromarty	11,950	..	..	..	..	..	..	..	11,950	1,310
Lock Ewe	80	..	..	..	..	..	..	..	80	..
St. David's (Alloa) ..	90	..	..	..	..	..	..	..	90	..
Charlestown (Alloa) ..	..	..	..	..	..	..	..	..	..	270
Granton	5,050	..	..	..	..	..	..	..	5,050	..
Queensferry	37,400	..	1,730	..	..	..	..	..	39,130	..
Kirkcaldy	..	..	..	..	..	..	210	..	210	..
Leith	..	..	..	..	..	..	..	..	..	1,650
Berwick	..	..	..	..	..	..	..	..	..	175
ENGLISH PORTS, NORTH-EAST COAST, NEWCASTLE TO COLCHESTER.										
Newcastle	940	..	..	..	..	..	..	..	940	5,150
Jarrow	1,700	..	..	..	..	..	..	..	1,700	..
Middlesbrough ..	..	..	..	560	..	..	..	..	560	..
Hull	..	..	..	..	400	..	..	..	400	190
Hartlepool	..	..	..	..	..	..	..	..	..	190
Barton	..	..	..	..	785	..	..	..	785	800
Goole	..	..	..	..	410	..	..	..	410	600
Grimsby	2,100	..	..	..	..	..	..	..	2,100	..
Stockton	..	..	..	..	300	..	..	..	300	290

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

ENGLISH PORTS, NORTH-EAST COAST, NEWCASTLE TO COLCHESTER.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Lynn	..	..	..	..	570	725	..	1,295	1,767
Wells	..	..	..	..	665	..	..	665	976
Yarmouth	3,149	..	..	..	1,940	1,655	190	6,934	7,905
Lowestoft	..	..	..	..	880	1,790	180	2,850	3,580
Oulton Broad	..	..	..	..	..	..	..	..	140
Felixstowe	..	..	..	..	410	..	..	410	375
Ipswich	..	..	..	..	1,585	3,675	2,347	7,607	6,630
Snape	..	..	..	..	145	360	..	505	585
Woodbridge	..	..	..	..	..	..	..	..	160
Harwich	7,190	..	..	..	..	..	..	7,190	2,950
Mistley	..	..	..	..	..	3,765	962	4,727	4,060
Maldon	..	..	..	..	..	140	..	140	210
ENGLISH PORTS, EAST COAST, THAMES PORTS.									
Colchester	..	..	..	..	..	140	205	345	360
Hythe	..	..	..	..	..	..	130	130	251
Northfleet	..	..	..	..	..	..	..	..	1,680
London	600,820	2,500	54,015	59,531	106,787	18,166	2,535	844,354	981,603
Tilbury	..	..	..	..	..	..	..	..	890
Greenhithe	..	..	..	..	..	..	..	..	500
Dagenham	8,840	..	..	..	..	..	..	8,840	1,090
Gravesend	..	..	..	..	..	650	..	650	1,085
Rochester	..	..	..	..	43,700	..	..	43,700	48,280
Chatham	54,240	..	2,100	320	..	..	..	56,660	53,730
Sheerness	107,075	..	1,540	..	..	..	..	108,615	48,233

Faversham	410	..	..	360	..	605	450	1,825	2,164
Oares Creek	1,935	..	..	..	650	..	..	2,585	1,575
ENGLISH PORTS, SOUTH-EAST COAST, MARGATE TO DOVER.									
Margate	150	..	..	..	..	..	..	150	550
Ramsgate	..	..	..	..	..	1,338	..	1,338	690
Sandwich	..	..	..	..	..	..	..	..	160
Dover	1,640	..	..	..	2,805	..	..	4,445	5,460
ENGLISH PORTS, SOUTH COAST, DOVER TO SCILLY ISLES.									
Rye	..	..	..	..	1,100	..	..	1,100	1,400
Newhaven	38,190	..	..	..	1,620	1,125	..	40,935	30,620
Shoreham	4,780	..	..	..	305	270	..	5,355	6,376
Littlehampton ..	760	..	300	..	1,000	3,247	..	5,307	3,770
Arundel	220	..	..	..	..	130	..	350	760
Chichester	..	..	..	200	..	..	..	200	285
Enisworth	..	..	..	..	..	..	..	..	70
Portsmouth	191,666	2,025	10,560	..	..	..	..	204,251	183,590
Gosport	735	220	..	..	..	..	..	955	..
Southampton ..	429,760	..	4,600	..	..	..	..	434,360	383,250
Cowes (I. of W.) ..	6,600	..	150	380	705	641	..	8,476	10,824
Medina Mills	..	..	190	..	4,870	..	..	5,060	3,922
St. Helens	2,870	..	..	..	..	..	..	2,870	2,400
Ryde	..	..	..	..	..	..	..	..	180
Weymouth	..	..	..	..	..	..	170	170	84
Portland	134,505	11,090	5,660	..	..	..	..	151,255	123,832
Topsham	..	..	..	..	650	..	..	650	1,141
Exeter	..	..	..	..	..	..	..	..	190
Exmouth	150	..	..	440	370	165	..	1,125	785
Nab	..	..	..	..	..	..	..	..	135
Teignmouth	..	..	..	..	140	..	..	140	130
Torquay	..	..	375	1,725	510	320	..	2,930	2,479

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

ENGLISH PORTS, SOUTH COAST, DOVER TO SCILLY ISLES.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Tor Point	..	125	..	..	..	..	..	125	100
Brixham	..	..	..	..	..	..	..	..	180
Dartmouth	21,060	16,040	1,540	100	..	..	..	38,740	37,207
Salcombe	..	200	..	..	..	..	..	200	100
Kingsbridge	..	200	..	..	..	..	..	200	95
Tuckenhay	..	..	83	305	240	..	..	628	630
Challaborough ..	..	175	..	..	..	..	..	175	175
Plymouth	12,717	39,817	2,913	670	6,500	450	85	63,152	84,402
Stonehouse	..	82	..	..	..	..	..	82	..
Cattedown	..	120	..	..	..	..	..	120	810
Pomphlette	..	..	350	..	..	..	..	350	..
Laira	235	300	..	..	..	..	..	535	390
Foss..	..	..	..	130	..	..	..	130	..
Saltash	..	610	..	..	..	..	..	610	770
St. Germans	..	..	..	..	165	..	..	165	..
Southdown	..	..	..	..	..	..	..	..	245
Calstock	850	4,200	..	180	450	..	..	5,808	7,263
Devonport	143,520	3,850	5,530	4,540	..	128	..	157,440	124,816
Millbrook	..	..	..	..	..	..	..	..	330
Looe	..	270	180	..	85	..	..	535	1,543
Fowey	13,121	22,522	16,734	..	870	..	..	53,247	59,030
Pentuan	100	575	129	..	70	..	..	874	920
Par	2,903	10,894	3,754	..	875	..	..	18,426	16,538
Charlestown	7,657	8,211	1,063	165	1,410	..	..	18,506	16,864
Mevagissey	..	50	..	..	..	..	..	50	85

Porthloe	..	85	..	..	..	..	..	85	..
Truro	..	390	125	..	405	..	..	920	2,121
Devoran	..	2,490	1,030	7,070	103	..	..	11,538	10,553
Penryn	1,158	786	95	305	250	845	..	2,594	2,957
Cadgwith	..	..	..	..	..	..	..	..	70
Falmouth	7,346	2,145	453	110	435	..	..	10,489	23,426
Coverack	..	329	..	..	..	..	..	419	175
Gweek	..	130	..	..	165	90	..	295	272
Helford	..	..	105	..	..	..	..	105	365
Malpas	..	..	..	..	90	..	..	90	175
Portholland	..	86	..	..	..	..	..	86	..
Mullion Cove ..	160	..	..	..	..	..	..	160	581
Portluney	..	..	..	..	..	..	..	..	175
Lerryn	..	120	..	..	..	..	..	120	..
St. Mawes	..	275	..	..	..	..	..	275	..
Portleven	520	85	..	..	210	..	..	815	645
Penzance	1,380	1,415	..	3,225	130	185	1,000	7,335	7,512
Mousehole	..	105	..	..	..	..	..	105	..
Newlyn	..	..	..	..	120	..	..	120	85
Scilly	1,680	2,074	..	..	320	..	..	4,074	3,684

ENGLISH PORTS, SOUTH-WEST COAST, LAND'S END TO CHEPSTOW.

St. Ives	100	2,632	132	..	..	..	..	2,864	2,489
Hayle	5,860	17,819	8,385	32,535	..	1,000	643	66,242	60,395
Lelant	..	..	..	..	..	..	..	..	140
Portreath	340	5,386	4,500	11,791	90	550	..	22,657	27,509
New Quay	190	156	..	..	..	..	..	346	1,383
Padstow	65	492	140	65	80	..	..	842	550
Wadebridge	..	80	..	..	325	..	..	405	703
Boscastle	..	103	..	..	..	..	..	103	163
Bude	..	2,295	..	..	..	..	..	2,295	1,012
Hartland	..	40	..	..	..	..	..	40	40

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

ENGLISH PORTS, SOUTH-WEST COAST, LAND'S END TO CHEPSTOW.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Clovelly	..	550	..	..	..	..	40	590	460
Bideford	759	4,843	..	200	630	60	..	6,492	7,792
Appledore	25	818	..	..	..	..	..	843	1,034
Lundy	..	40	..	..	..	..	..	40	..
Fremington	66,723	3,651	..	330	..	..	..	70,704	58,673
Barnstaple	2,181	3,787	..	..	1,325	..	..	7,293	7,937
Hele Beach	..	100	..	..	..	..	..	100	94
Frampton	..	..	..	..	..	..	..	..	150
Braunton	..	1,562	..	..	..	..	..	1,562	1,583
Ilfracombe	75	12,386	520	..	50	..	..	13,031	12,639
Combemartin ..	50	1,448	..	..	125	..	..	1,623	1,637
Watermouth	..	194	..	..	..	..	..	194	204
Lynmouth	..	1,356	..	..	..	..	..	1,356	1,367
Porlock	..	580	..	..	90	..	..	670	727
Minehead	1,605	465	..	..	940	..	..	3,010	3,657
Watchet	9,396	758	..	906	415	..	..	11,475	11,993
Bridgewater	41,806	25,240	380	16,567	1,255	520	75	85,843	94,659
Bleadon	..	..	..	..	85	..	..	85	156
Dunball	488	3,481	..	948	815	..	..	5,732	4,017
Highbridge	130	3,155	255	949	3,945	..	898	9,332	14,627
Uphill	..	..	..	..	170	..	..	170	690
Weston	..	..	130	580	1,740	..	..	2,450	1,010
Clevedon	..	..	..	..	..	..	..	..	55
Portishead	..	..	..	..	..	..	..	..	230

Avonmouth	87,920	25,728	..	..	..	..	..	113,648	112,151
Bristol	46,921	30,834	160	260	2,565	565	640	81,945	85,753
Aliston	..	..	..	..	..	..	..	..	710
Stroud	..	1,304	..	..	..	..	..	1,304	1,718
Gloucester	1,549	222	..	..	..	..	..	1,771	9,525
Lyttleton	..	..	..	..	..	..	..	..	160
Sharpness	..	..	..	..	..	..	..	..	120
Chepstow	..	46	..	..	..	..	..	46	138
IRISH PORTS, SOUTH COAST, WEXFORD TO BANTRY.									
Wexford	1,590	22,600	517	1,297	2,310	939	1,028	30,281	31,571
Rosslare	..	..	..	..	..	..	..	..	300
Carne	..	..	..	..	..	..	..	..	604
Kilmore	..	1,591	..	..	..	..	..	1,591	1,120
Bannow	515	1,680	..	..	..	..	..	2,195	1,965
Fethard	..	601	..	..	..	..	..	601	315
Arthurstown	270	360	..	..	..	..	..	630	688
New Ross	710	4,467	..	..	2,110	355	700	8,342	8,924
Waterford	22,637	64,960	933	1,395	775	2,595	859	94,154	92,581
Inniscorthy	..	150	..	..	..	..	..	150	150
Ballyhack	220	95	..	..	..	..	..	315	..
Ballyanne	..	291	..	..	525	..	..	816	631
Dunabratton	350	767	..	..	..	..	..	1,117	454
Fiddown	520	5,190	..	..	..	..	..	5,710	5,900
Janeville	275	450	..	..	..	..	..	725	260
Duncannon	90	120	..	..	..	..	..	210	684
Dunmore East ..	325	145	..	..	..	..	..	470	600
Dunmahon	..	..	..	..	..	..	..	..	85
Ballinaclashet ..	..	95	..	..	..	..	..	95	..
Caral	..	74	..	..	..	..	..	74	..
Dungarvan	3,306	8,512	..	210	175	..	..	12,203	10,885
Cappoquin	..	135	..	..	..	..	..	135	140

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

IRISH PORTS, SOUTH COAST, WEXFORD TO BANTRY.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Killahalla	135	390	..	..	..	..	..	525	280
Youghal	8,088	5,051	163	..	165	..	..	13,467	12,797
Ballycotton	..	1,284	..	..	..	..	..	1,284	1,339
Queenstown	9,620	2,954	980	305	..	..	..	13,859	8,793
Ballinacurra	2,035	3,520	..	..	315	265	190	6,325	7,837
Cork	8,040	95,044	2,046	19,031	3,554	2,809	..	130,524	123,890
Castletown	..	..	..	..	590	210	..	800	1,360
Moorhill	..	..	..	..	..	..	..	..	240
Crosshaven	..	..	..	..	..	..	..	..	140
Farside	..	235	..	..	..	..	..	235	..
Haulbowline	6,590	..	1,010	..	..	..	..	7,600	7,440
Villiers Town	..	130	..	..	..	..	..	130	150
Whitegate	..	257	..	..	..	..	..	257	428
Guileen	..	285	..	..	..	..	..	285	160
Headboro' Quay ..	..	..	..	..	..	..	..	..	140
Berehaven	15,660	..	..	..	..	..	..	15,660	63,893
Passage East ..	110	371	..	..	..	..	..	481	438
Passage West ..	..	1,960	..	..	..	..	..	1,960	2605
Roberts Cove	..	188	..	..	..	..	..	188	92
Oyster Haven ..	..	125	..	..	..	..	..	125	922
Kinsale	320	3,192	..	..	..	..	..	3,512	3,292
Bandon	..	1,957	..	..	..	..	95	2,052	2,875
Burren	..	115	..	..	..	..	..	115	333
Courtmacsherry ..	555	4,532	210	..	..	..	108	5,405	4,236
Clonakilty	135	4,167	..	..	..	..	..	4,302	4,182

Rosscarberry			376	..	..	..	..	..	376	418
Union Hall			425	..	..	..	..	..	425	270
Skibbereen			1,747	..	..	..	..	..	1,747	1,630
Glendore			..	..	..	..	..	..	..	86
Castletown Bere			295	..	..	..	..	..	295	155
Bere Island			160	..	..	..	..	..	160	215
Castletownhend			535	..	..	..	..	..	535	115
Baltimore			275	..	..	..	..	..	275	420
Ballydehob			435	..	..	..	..	..	435	145
Schull 145			905	..	..	..	..	..	1,050	699
Bonnahone 90			..	..	..	..	..	..	90	..
Coneen Quay 125			..	..	..	..	..	..	125	..
Crookhaven			125	..	..	..	..	..	125	255
Glengariff			..	..	..	..	..	..	..	275
Cape Clear			160	..	..	..	..	..	160	..
Bantry 515			805	..	..	..	..	..	1,320	2,440

IRISH PORTS, WEST AND NORTH-WEST COAST, BANTRY TO LONDONDERRY.

Kenmare			1,040	162	..	160	..	..	1,362	975
Valentia 165			..	..	..	..	..	..	165	130
Calurcivan			..	..	..	..	..	..	..	140
Tralee 300			850	..	565	1,030	1,310	..	4,055	4,533
Dingle			155	..	..	160	..	..	315	735
Fenit 600			2,140	..	..	..	300	..	3,040	3,670
Limerick 440			1,700	860	12,055	1,910	1,180	..	18,145	15,175
Cappa Quay 310			1,790	..	..	..	..	..	2,100	408
Askeaton			..	..	..	220	..	..	220	..
Clare Castle			..	..	..	370	..	..	370	530
Tarbert			150	..	..	..	..	..	150	..
Foynes 465			230	..	..	175	..	..	870	310
Kilrush 875			753	..	..	150	..	..	1,778	2,395
Galway 1,050			..	..	..	125	..	..	1,175	1,500

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

IRISH PORTS, WEST AND NORTH-WEST COAST, BANTRY TO LONDONDERY.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.
Clifden	659	200	..	..	..	..	..	859	..
Ballina	..	..	..	..	210	..	..	210	230
Newport	..	..	..	..	150	..	..	150	..
Rameltown	435	..	..	..	..	..	..	435	180
Sligo	..	2,835	..	100	285	..	..	3,220	2,750
Killybegs	160	..	..	..	..	..	..	160	260
Letterfrack	..	..	..	..	165	..	..	165	..
Moville	..	..	..	..	..	..	..	..	115
Londonderry	6,170	18,810	..	..	2,315	..	..	27,295	27,560

IRISH PORTS, NORTH-EAST AND EAST COAST, LONDONDERRY TO WEXFORD.

Portrush	170	..	..	..	277	185	..	632	2,950
Coleraine	..	..	..	..	620	..	..	620	1,140
Glenarm	..	..	..	..	..	..	..	..	556
Larne	230	2,415	..	310	920	..	220	4,095	3,310
Bangor	..	..	101	..	..	..	..	101	..
Belfast	6,840	81,077	5,237	35,387	25,410	7,210	710	161,871	142,745
Red Bay	..	160	..	..	..	..	..	160	135
Portaferry	..	..	..	..	..	250	..	250	830
Killyleagh	..	..	..	..	35	..	..	35	..
Dandrum	680	..	..	340	..	..	..	1,020	..
Warrenpoint	1,190	3,735	..	2,960	980	150	..	9,015	7,470
Newry	1,280	1,010	..	1,870	7,240	..	..	11,400	19,875
Millbay	..	..	..	..	100	..	..	100	185

COAL SHIPPED COASTWISE IN 1907 TO PORTS IN THE UNITED KINGDOM.

IRISH PORTS, NORTH-EAST AND EAST COAST, LONDONDERRY TO WEXFORD.—*Continued.*

TO	FROM							Total from S. Wales & Mon. Ports.	
	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Dundalk	8,671	17,605	..	370	1,335	700	..	28,681	28,920
Armagassan	..	..	..	..	..	194	..	194	210
Drogheda	180	..	..	..	1,389	1,830	..	3,399	3,853
Balbriggan	..	..	..	140	120	..	135	395	353
Skerries	..	..	..	..	..	..	75	75	495
Dublin	38,920	107,885	4,300	9,819	18,534	2,514	3,961	185,933	189,567
Arklow	562	405	506	..	2,066	..	..	3,539	4,033
Kingstown	2,150	..	570	..	..	..	..	2,720	3,150
Bray	210	..	..	..	1,020	..	..	1,230	1,310
Wicklow	195	..	..	..	130	..	..	325	275
Courtown	230	490	..	..	..	..	..	720	1,043
Cahore Point ..	..	540	..	..	..	..	..	540	555
Morris Castle ..	..	..	..	..	..	..	..	..	275

COAL SHIPPED COASTWISE IN 1907.

SUMMARY OF TOTALS.

Geographical Division.	Cardiff.	Newport.	Port Talbot.	Briton Ferry.	Swansea.	Llanelly.	Milford.	Total from S. Wales & Mon. Ports.	
								1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welsh Ports	6,606	4,243	2,998	360	7,632	972	2,722	25,533	57,783
Scotch Ports	115,615	310	2,040	..	580	555	..	119,100	57,292
English Ports, North-West Coast	250,900	315	53,697	8,203	2,640	340	..	316,095	346,313
English Ports, North-East Coast	15,079	..	..	560	8,090	12,110	3,679	39,518	36,558
English Ports, Thames Ports	773,320	2,500	57,655	60,211	151,137	19,561	3,320	1,067,704	1,141,441
English Ports, South-East and South Coast ..	1,026,433	132,091	55,919	19,545	26,968	8,934	1,255	1,271,145	1,168,372
English Ports, South-West Coast	266,183	151,551	14,602	65,131	14,645	2,695	2,296	517,103	530,050
Irish Ports	156,108	490,258	17,595	86,154	78,120	22,996	8,081	859,312	886,980
Total ..	2,610,244	781,268	204,506	240,164	289,812	68,163	21,353	4,215,510	4,224,789
Shipped as bunkers for use of Steamers going Coastwise	96,176	27,688	5,041	8,809	48,662	4,829	2,197	193,402	226,421

COAL.

ANTHRACITE.

SOUTH WALES ANTHRACITE.

WAGES.

The Wages Agreements between the Monmouthshire and South Wales Coal Owners' Association and the men apply to the Anthracite Mines, with the single difference that the percentage above the standard is always 5 per cent less in the Anthracite Mines than it is in those producing Steam and Bituminous Coal.

In January, 1906, the Anthracite miners approached their employers with a request that the difference between the Anthracite and Steam wage rates should be removed by increasing the Anthracite wages by 5 per cent. This the employers declined to do, on the grounds that the total amount earned by the men in the Anthracite Collieries was equal to that earned in the Steam Collieries, owing to the standard rate of wages being higher in the Anthracite.

Since the commencement of the first Conciliation Board Agreement, dated March 31st, 1903, the Wages paid at the Anthracite Collieries have been :—

April 1, 1903, to Nov. 30, 1903	..	43¾ %	above the Standard.
Dec. 1, 1903, to Nov. 30, 1904	..	38¾ %	,, ,, ,,
Dec. 1, 1904, to May 31, 1905	..	33¾ %	,, ,, ,,
June 1, 1905, to Aug. 31, 1905	..	28¾ %	,, ,, ,,
Sep. 1, 1905, to May 31, 1906	..	25 %	,, ,, ,,
June 1, 1906, to Aug. 31, 1906	..	27½ %	,, ,, ,,
Sep. 1, 1906, to Feb. 28, 1907	..	32½ %	,, ,, ,,
Mar. 1, 1907, to May 31, 1907	..	36¼ %	,, ,, ,,
June 1, 1907, to Aug. 31, 1907	..	47½ %	,, ,, ,,
Sep. 1, 1907, to Nov. 30, 1907	..	52½ %	,, ,, ,,
Dec. 1, 1907, to Aug. 31, 1908	..	55 %	,, ,, ,,

The minimum wage under the Agreement being 25%, and the maximum wage 55% above the standard, the last-named rate now being in force.

CONVEYANCE, SHIPMENT, FREIGHTS, ETC.

Conveyance from Pit to Port, Shipment and Trimming Charges, Charters, Freights, etc. :—

The particulars given on pages 217 to 223 apply to Anthracite in common with other descriptions of Coal.

ANTHRACITE.

PROPOSED ANTHRACITE TRUST.

In 1903 a strong but abortive effort was made to form a Trust of the various Anthracite Collieries. Full particulars of this, including the Collieries which were to be acquired, are given on pages 259 and 260 of the SOUTH WALES COAL ANNUAL for 1905.

ANTHRACITE COLLIERIES.

A full list of the Anthracite Collieries (excluding only those employing less than 10 men) is given on pp. 100 to 126.

Fuller particulars of some of the principal Anthracite Colliery Owners will be found in the Advertisement pages at the end of this issue.

TABLE SHOWING OUTPUT OF ANTHRACITE IN THE SOUTH WALES COALFIELD IN RELATION TO THE REMAINDER OF THE UNITED KINGDOM.

Year.	South Wales.	Scotland.	Ireland.	Total for United Kingdom.	Percentage of South Wales to Total.
1898	1,805,490	207,240	100,006	2,112,736	85·4
1899	2,113,720	213,445	91,342	2,418,507	87·4
1900	2,203,468	226,943	92,739	2,523,150	87·3
1901	2,254,066	224,780	86,616	2,565,462	87·9
1902	2,596,665	233,819	92,167	2,922,651	88·7
1903	2,572,800	239,829	88,377	2,901,006	88·7
1904	2,626,851	242,987	92,414	2,962,252	88·7
1905	2,789,178	245,635	77,241	3,112,054	89·6
1906	3,042,216	260,392	74,915	3,377,523	90·1
1907	3,498,258	274,786	77,393	3,850,437	90·8

ANTHRACITE.

SIZES AND DESCRIPTIONS OF ANTHRACITE.

To meet the requirements of buyers, Anthracite is divided at the Collieries into various sizes, by means of breaking machinery, or of screens. The following are the names of the chief sizes with their dimensions :—

COBBLES.

Machine-made Cobbles are 2¼in. to 3½in. or 4in. (55 mm. to 90mm. or 100 mm.). Screened Cobbles are passed through longitudinal bars about 3in. (75 mm.) apart. The latter are therefore more irregular.

NUTS.

German ¾in. to 1¾in. (20 mm. to 45 mm.)
Paris ¾in. „ 2¼in. (20 mm. „ 55 mm.)
French 1¾in. „ 2¼in. (45 mm. „ 55 mm.)

PEAS.

⅛in. to ⅜in. (3 mm. to 10 mm.)
⅜in. „ ¾in. (10 mm. „ 20 mm.)

RUBBLY CULM.

Is the nutty small passing through longitudinal bars 1¼in. (30 mm.) apart.

DUFF.

Is the fine small and dust left after extraction of Large, Cobbles, Nuts and Peas.

ANTHRACITE PRICES, 1907.

Current market prices in 1907 of the various descriptions of Anthracite f.o.b. Swansea with the variations month by month.

Period.		Large.			Cobbles.		Nuts.		Peas.	Rubbly Culm.	Duff.
1907.		Malting.	Swansea Valley.	Red Vein.	Machine made.	Screened.	Machine made.	Screened.			
January	1st Half	20/3	16/3	11/3	19/3	16/-	23/6	19/9	14/3	6/3	5/3
	2nd Half	20/6	16/6	13/3	19/9	16/3	23/6	20/-	15/-	7/-	5/6
February	1st Half	20/6	16/9	13/9	19/9	16/6	23/6	20/-	15/-	7/3	5/6
	2nd Half	20/6	17/6	15/-	20/-	17/3	23/6	20/6	15/3	7/6	5/9
March	1st Half	21/-	18/-	15/6	20/-	17/6	24/-	20/6	15/3	7/6	5/9
	2nd Half	20/9	17/9	15/6	19/9	17/-	24/3	19/6	15/-	7/3	5/6
April	1st Half	20/9	16/6	15/3	19/6	16/6	24/9	18/6	14/6	7/6	5/9
	2nd Half	20/6	17/-	14/6	19/9	16/6	24/9	17/6	14/6	8/-	5/9
May	1st Half	20/6	17/3	14/-	20/-	17/-	25/-	17/6	14/6	7/9	5/9
	2nd Half	20/6	16/6	12/9	20/-	18/3	25/-	19/-	14/6	7/6	5/9
June	1st Half	21/6	18/9	13/9	20/3	19/6	26/6	20/6	15/-	8/3	6/-
	2nd Half	22/3	19/9	14/6	21/-	20/-	26/9	22/-	15/-	8/9	6/3
July	1st Half	22/9	19/9	14/6	21/6	20/-	27/-	22/-	15/-	8/9	6/3
	2nd Half	24/-	22/-	15/6	22/6	21/-	26/6	22/6	15/-	9/3	6/3
August	1st Half	25/9	24/-	16/-	23/-	23/6	27/-	23/-	15/3	9/9	6/6
	2nd Half	27/-	24/3	17/6	23/6	26/6	27/6	24/6	15/6	9/6	6/3
September	1st Half	28/-	23/9	17/6	23/6	23/6	27/6	26/-	15/6	9/6	6/3
	2nd Half	28/3	22/6	17/9	23/6	25/-	27/6	26/-	15/6	9/3	6/3
October	1st Half	28/3	23/9	19/3	24/6	26/-	28/-	24/-	16/-	9/9	6/6
	2nd Half	28/3	24/-	20/6	25/6	23/6	28/3	25/-	16/-	8/3	6/-
November	1st Half	28/3	24/-	20/9	25/6	23/6	28/3	24/3	16/-	8/-	5/3
	2nd Half	28/6	24/6	20/6	27/6	25/6	28/6	24/-	16/-	8/3	5/3
December	1st Half	29/6	27/-	20/9	28/-	25/-	28/3	24/6	15/6	8/6	5/3
	2nd Half	27/9	23/9	19/3	24/9	24/-	27/-	24/-	14/9	6/9	5/-
	1908.										
January	1st Half	29/3	22/6	19/6	22/6	23/-	27/3	22/6	14/9	7/-	5/-
	2nd Half	26/9	22/9	17/9	25/6	18/9	26/6	21/-	15/-	6/9	5/-
February	1st Half	27/9	19/-	16/-	24/9	18/6	25/6	21/-	14/6	6/-	4/9
	2nd Half	27/9	19/3	15/-	24/3	18/-	24/6	20/-	15/3	5/9	4/9
March	1st Half	27/-	16/6	14/-	21/6	17/9	23/3	19/-	15/3	5/6	4/3
	2nd Half	27/-	15/6	12/9	21/-	16/-	23/-	16/-	15/6	6/6	4/-

The prices of Anthracite during each month of 1902, 1903, 1904, and 1905 will be found in previous Editions of the South Wales Coal Annual.

ANTHRACITE PRICES, 1906.

Current market prices in 1906 of the various descriptions of anthracite f.o.b. Swansea with the variations month by month.

Period. 1906.		Large.			Cobbles.		Nuts.		Peas.	Rubbly Culm.	Duff.
		Malting.	Swansea Valley.	Red Vein.	Machine made.	Screened.	Machine made.	Screened.			
January	1st Half ..	19/–	13/6	9/3	17/–	13/9	19/–	15/9	10/9	4/3	3/3
	2nd Half..	19/3	13/9	9/9	17/–	13/3	19/–	15/6	10/9	4/6	3/6
February	1st Half ..	19/3	13/–	9/9	16/9	12/9	19/–	15/6	11/–	4/6	3/9
	2nd Half..	19/–	12/–	10/–	16/9	15/–	18/9	13/3	11/–	4/9	3/9
March	1st Half ..	18/6	11/6	10/–	15/6	12/–	17/9	13/3	11/–	5/–	3/9
	2nd Half..	18/6	11/3	10/–	15/6	11/6	17/6	14/–	11/–	5/3	3/9
April	1st Half ..	18/6	11/3	10/3	15/6	12/6	17/9	14/–	11/–	5/3	3/9
	2nd Half..	18/3	11/6	10/6	16/6	13/–	18/3	14/3	11/–	6/–	4/–
May	1st Half ..	18/–	11/9	10/3	17/3	13/3	18/–	15/–	11/–	5/9	4/–
	2nd Half..	18/–	11/3	10/–	17/3	12/6	18/–	15/3	11/-	5/6	4/–
June	1st Half ..	18/–	11/9	9/6	17/9	12/–	18/–	15/–	11/–	5/9	4/6
	2nd Half..	17/9	12/3	9/3	17/9	12/–	18/–	15/3	11/–	6/–	4/3
July	1st Half ..	18/–	12/6	9/3	17/9	12/6	18/9	15/6	11/6	6/3	4/–
	2nd Half..	19/–	12/6	9/6	17/6	12/–	19/3	15/6	12/–	6/–	4/6
August	1st Half ..	19/–	12/9	9/6	17/6	12/9	19/3	15/3	12/–	6/–	4/6
	2nd Half..	19/3	12/9	9/3	17/6	13/3	19/3	15/9	12/–	6/–	4/9
September	1st Half ..	19/6	13/6	9/3	17/6	13/9	20/–	16/3	12/–	6/–	4/9
	2nd Half..	19/6	14/3	9/6	18/–	14/3	21/–	17/3	12/6	6/–	4/9
October	1st Half ..	20/6	14/9	10/6	18/–	14/–	22/–	18/6	13/–	6/–	4/9
	2nd Half..	20/6	15/6	11/3	18/3	15/–	22/6	19/3	14/–	6/3	4/6
November	1st Half ..	20/9	16/–	11/3	18/3	15/9	22/6	19/–	14/3	6/3	5/3
	2nd Half..	20/9	16/–	11/6	18/3	15/–	22/6	19/6	14/3	6/3	5/3
December	1st Half ..	20/9	16/–	12/–	18/6	15/–	23/–	19/9	14/3	6/–	5/3
	2nd Half..	20/9	18/9	12/–	19/–	15/9	23/6	19/9	14/3	6/–	5/–

ANTHRACITE COAL EXPORTED, 1903, 1904, 1905, 1906 and 1907.

Ports.	Large.	Small.	Total.
	1903.		
South Wales	795,725	429,558	1,225,283
Scotch	1,472	26,603	28,075
Other Ports in the United Kingdom	675	412	1,087
Total Exports	797,872	456,573	1,254,445
	1904.		
South Wales	788,698	484,313	1,273,011
Scotch	754	40,744	41,498
Other Ports in the United Kingdom	679	547	1,226
Total Exports	790,131	525,604	1,315,735
	1905.		
South Wales	892,369	520,595	1,412,964
Scotch	3,349	60,665	64,014
Other Ports in the United Kingdom	1,025	573	1,598
Total Exports	896,743	581,833	1,478,576
	1906.		
South Wales	1,052,821	700,160	1,752,981
Scotch	10,206	83,366	93,572
Other Ports in the United Kingdom	331	5141	5,472
Total Exports	1,063,358	788,667	1,852,025
	1907.		
South Wales	1,186,877	812,810	1,999,687
Scotch	20,212	103,527	123,739
Other Ports in the United Kingdom	917	3,560	4,477
Total Exports	1,208,006	919,897	2,127,903

EXPORTS OF ANTHRACITE FROM SWANSEA AND LLANELLY TO EACH COUNTRY OF DESTINATION DURING THE YEARS 1904, 1905, 1906, and 1907.

Countries of Destination.	SWANSEA.				LLANELLY.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Russian N.P. ..	2,770	8,688	9,713	9,026	..	..	..	..
Sweden ..	58,573	63,605	65,664	90,039	27,412	30,696	26,143	29,905
Norway ..	4,665	5,837	4,286	11,798	1,029	..	716	468
Denmark (including Faröe Islands)	8,232	9,691	10,370	11,323	1,459	4,003	1,338	5,402
Germany ..	140,864	150,994	183,096	194,803	37,708	35,855	29,571	34,105
Holland ..	50,943	65,051	108,664	90,152	22,729	17,861	24,094	15,721
Belgium ..	701	3,254	33,366	27,037	..	..	..	720
France ..	477,455	503,804	639,343	728,537	49,194	49,290	77,416	50,508
Portugal ..	1,330	2,458	3,351	6,886	..	..	916	786
Azores ..	..	..	..	212	..	..	..	..
Madeira ..	1,256	418	..	..	..	..	..	..
Spain ..	29,762	32,531	40,200	63,531	1,411	..	..	..
Canary Islands ..	..	..	..	209	..	..	..	..
Italy ..	182,849	261,895	331,617	409,194	..	1,074	..	..
Austria Hungary ..	8,583	7,412	11,744	9,664	..	..	..	..
Greece ..	4,096	4,008	3,588	3,313	..	..	..	..
Bulgaria ..	..	..	..	66	..	..	..	..
Roumania ..	255	2,205	1,776	3,961	..	.	..	..
Turkey, European	519	28	17	597	..	..	..	..
,, Asiatic ..	2,498	287	..	713	.	..	..	..
Egypt ..	704	1,351	3,081	12,351	..	.	..	..
Tunis ..	11,911	11,493	9,698	17,186	..	.	..	..
Algeria ..	5,497	9,657	9,864	12,108	..	..	..	..
Tripoli ..	..	605	..	..	..	..	..	..
Spanish Ports N. Africa	628	372	297	..	..	..	..	..
Nigerian Protect.	..	..	97	..	..	..	..	..
Bombay ..	..	..	4	..	..	..	..	..
United States, Pacific	56,304	36,945	22,464	18,310	..	..	..	..
,, Atlantic	5,925	..	..	6,013	..	..	..	..
Mexico ..	..	..	..	1,020	..	..	..	..
Chili ..	..	253	..	204	..	..	..	..
Brazil ..	243	310	58	97	..	..	..	..
Channel Islands ..	30,836	36,918	31,673	31,743	6,768	13,180	11,694	17,161
Gibraltar ..	201	220	262	283	..	..	..	..
Cape of Good Hope	..	..	..	487	..	..	..	..
Straits Settlements	..	52	..	211	..	..	..	..
Canada Atlantic ..	4,704	6,921	16,439	..	..	..	..	..
Newfoundland ..	..	236	47	..	..	..	..	..
Argentine R. ..	1,163	..	..	906	..	..	..	..
French N. America	121	..	..	..	..	..	..	..
Japan .	..	..	..	10	..	..	..	..
Total ..	1,093,586	1,227,499	1,540,799	1,761,990	147,710	151,959	171,888	154,776

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COAL, COKE, AND PATENT FUEL.

DUTIES IMPOSED.

From information furnished by the Intelligence Branch of the Commercial Department of the Board of Trade.

Duties imposed in Foreign Countries on Coal, Coke and Patent Fuel imported from the United Kingdom.

Countries.	Tariff Classification.	Tariff Rates of Duty.	English Equivalent.
ABYSSINIA—			
Adis Abbaba ..	Coal, Coke and Patent Fuel	10% ad valorem	10% ad valorem
Harrar	Coal, Coke and Patent Fuel	8% ad valorem	8% ad valorem
AFRICA—			
Congo (Conventional Basin)	.. .. ..	10% ad valorem	10% ad valorem
Congo (other parts) ..	Coal and Coke ..	1000kilos 1f 20c	Ton 11¾d
	Cinders	1000kilos 0f 12c	Ton 1·17d
AFRICA (French East)—			
Somaliland ..	Coal, etc.	Free	Free
AFRICA (French West)—			
Dahomey French Guinea Ivory Coast Gaboon Senegal	Coal	Free	Free
AFRICA (German East)—	Coal, Coke and Patent Fuel	10% ad valorem	10% ad valorem
Togoland ..	Coal, Coke and Patent Fuel	Free	Free
AFRICA (Portuguese West)—			
Ambriz ..	Coal	Free	Free
Cape Verde Is. ..	.. .. ..	300 reis per	1000 kgs
Congo	.. .. ..	6% ad valorem	6% ad valorem
Guinea	.. .. ..	Free	Free
Islands of St. Thomas and Principé ..	Coal	Free	Free
Loanda, Benguella, and Mossamedes	Coal	Free	Free
AFRICA (Spanish Possessions)—			
Gulf of Guinea ..	Coal	5 pesos per ton of 1000 kilogs	Tons 4s. 0d.
ALGERIA	Coke, Coal and Patent Fuel	1000kilos 1f 20c	Ton 11¾d
ARABIA—			
Muscat	.. .. ..	5% ad valorem	5% ad valorem
ARUBA	Coal	4% on a valuation of 6 florins per ton of 1000 kilogs	

Duties imposed in Foreign Countries on Coal, Coke and Patent Fuel imported from the United Kingdom—*continued.*

Countries.	Tariff Classification.	Tariff Rates of Duty.	English Equivalent.
ARGENTINE ..	Coal and Coke ..	Free	Free
AUSTRIA	Coal and Coke.. ..	Free	Free
HUNGARY	Briquettes of Coal of every kind except Briquettes of Charcoal	0·38 dinar per 100 kilogs ..	2·48d per 220·46 lbs
AZORES AND MADEIRA	Coal	Ton 345 reis	Ton 1/6¾
	Coke and Patent Fuel ..	Ton 400 reis	Ton 1/9½
Belgium	.. .. ..	Free	Free
Benguella	Coal	Free	Free
Bolivia	Coal of all kinds ..	Free	Free
Bonaire	Coal	10% on a valuation of 6 florins per ton of 1000 kilogs	..
Brazil	Coal and Coke ..	Free	Free
Bulgaria ..	Coal and Coke for heating	2·5 francs per ton	2/– per ton
	Coke for Mineral Smelting	Free	Free
Canary Islands ..	Coal, Coke and Patent Fuel	Free	Free
Cape Verde Islands	Coal	300 reis per 1000 kgs	
Channel Islands ..	.. .. ..	Free	Free
Chile	Coal, Coke and Patent Fuel	Free	Free
China	Coal (Asiatic) ..	Tons 0·250 HK. taels	..
	Coal (other kinds) ..	Ton 0·600 taels	
	Coal (Asiatic), Briquettes	Ton 0·500 taels	
	Coke (Asiatic) ..	Ton 0·500 taels	
	Coke (other kinds) ..	Ton 0·900 taels	
China, French Indo-	Coal and Coke ..	1000 kilos 1f 20c	Ton 11¾d
	Cinders	1000 kilos 0f 12c	Ton 1·17d
Colombia	Coal	Free	Free
Congo	See French and	Portuguese West	Africa
Congo Free State..	Coal, Coke and Patent Fuel	10% ad valorem	10% ad valorem
Costa Rica ..	Coal * and Coke ..	1c per 10 kilos	..
Cuba	Coal and Coke ..	Free	Free
Dahomey	.. .. ..	Free	Free
DANISH WEST INDIES—			
St. Thomas St. Croix	Coal	Free	Free
Denmark	Coal ..	100 pund 4½ ore	Ton 1/0¼
	Coke or Cinders	100 pund 7½ ore	Ton 1/8¼
Dutch Guiana (Surinam)	Coal	Free	Free

* Coal is only liable to wharfage duty at the rate of 30 cents per 1000 kilogs.

Duties imposed in Foreign Countries on Coal, Coke and Patent Fuel imported from the United Kingdom—*continued.*

Countries.	Tariff Classification.	Tariff Rates of Duty.	English Equivalent.
DUTCH EAST INDIES—			
Java .. Madeira .. Sumatra ..	Coal and Coke ..	Free	Free
DUTCH WEST INDIES—			
Bonaire ..	Coal pays 10% on a valuation of 6 florins per	ton of 1000 kilos	
Aruba ..	Coal pays 4% on a valuation of 6 florins per	ton of 1000 kilos	
St. Martin ..	Coal pays 8% on a valuation of 6 florins per	ton of 1000 kilos	
St. Eustace ..	Coal pays 7% on a valuation of 6 florins per	ton of 1000 kilos	
Ecuador	Coal	Free	Free
*Egypt	4% ad valorem, the tariff of valuations from 1st Jan. to 31st Dec. 1908,[a] being—	Valuation per ton of 1000 kilos (2204 lbs.) £E	
	South Wales coal—Cardiff, Swansea, Newport	1·150	23/6 $^{9}/_{10}$
	Newcastle, Sunderland, and other North Country Coal ..	0·920	18/10 $^{8}/_{25}$
	Lancashire, Yorkshire, North Wales and Scotch Coal	0·900	18/5 $^{2}/_{5}$
	Newcastle gas coal, for use in gas factories	0·800	16/4 $^{4}/_{5}$
	Briquettes (patent fuel) of any origin	1·120	22/11$\frac{1}{2}$
	Dust, slack, and small coal of any origin, excluding nuts ..	0·680	13/11 $^{7}/_{25}$
	Foundry coke and cannel coal ..	1·420	29/1 $^{8}/_{25}$
	Gas coke of any origin	1·200	24/7 $^{1}/_{15}$
	American coal	1·200	24/7 $^{1}/_{15}$
	French, Belgium, and German coal ..	1·130	22/6$^{39}/_{65}$
	Anthracite coal, of any origin ..	1·300	26/7 $^{4}/_{5}$
Fernando Po ..	Coal	1 peso per ton of 1000 kilos	..
†France	Coal and Coke ..	1000 kilos 1f 20c	Ton 11$\frac{3}{4}$d
	Cinders	1000 kilos 0f 12c	Ton 1·17d
French East Africa	See Africa	..	..
„ West Africa	See Africa	..	..
„ Guinea ..	Coal	Free	Free
„ Indo-China ..	Same as in France	..	..
FRENCH PACIFIC ISLANDS—		Free of import duty "Octroi de mer"	
New Caledonia	Coal and Coke	10 cents per 100 kilos net	Ton 9$\frac{1}{2}$d
Tahiti	Coal	Free.	Free

* For coal entering Egypt "in transit" the duty is 1% ad valorem. The values for this purpose are the same as for imported coal, except in the case of South Wales coal, which is taken at a value of ·82£E per ton, and French Belgian and Germany coal at ·79£E if "in transit."

† In addition to above, a Tax known as Octroi is imposed by various towns. This Tax differs in amount, the rate for coal imported into Paris being 7fr. 20c. per 1000 kilos, equal to 5/9 per ton.

Duties imposed in Foreign Countries on Coal, Coke and Patent Fuel imported from the United Kingdom—*continued.*

Countries.	Tariff Classification.	Tariff Rates of Duty.	English Equivalent.
French West Indies—			
Martinique	Coal— Free of Import Duty, but Coal and Coke pay "Octroi de mer" at the rate of 25 centimes per 100 kilos gross.		
Guadeloupe	Coal— Free of Import Duty, but Coal and Coke pay "Octroi de mer" at the rate of 15 centimes per 100 kilos gross.		
Germany	.. .. ..	Free	Free
German East Africa	Coal, Coke and Patent Fuel	10% ad valorem	10% ad valorem
Greece	Coal or Lignite	Free	Free
Guadeloupe	See French West Indies.	..	..
Guiana (Dutch)	.. .. ..	Free	Free
Guinea	.. .. ..	Free	Free
Harrar (Abyssinia)	.. .. ..	8% ad valorem	8% ad valorem
Hayti	Coal	2½ piastres per 1000 lbs.	10/- per 1000 lbs.
Holland	.. .. ..	Free	Free
Indies, Danish West	See "D"	..	..
Indies, Dutch East	See "D"	..	..
Indies, Dutch West	See "D"	..	..
Indies, French West	See "F"	..	..
Italy	.. .. ..	Free	Free
Ivory Coast	.. .. ..	Free	Free
Japan	Coal Briquettes or Patent Fuel	5% ad valorem	5% ad valorem
	Coal	Ton 1·129 yens	Ton 2/3¾
	Coke	Ton 2·703 yens*	Ton 5/6¼
Java	Coal and Coke ..	Free	Free
La Reunion (Bourbon)	Coal, etc., leviable as in France, in addition at the rate of 20 centimes per 100 kilos Coal	..	"Octroi de mer" gross is levied on ..
Loanda	Coal	Free	Free
Madagascar	Coal	Free	Free
	Coke	12 centimes per 100 kilos	Ton 11¾d
Madeira (Dutch East Indies)	Coal and Coke ..	Free	Free
Madeira and Azores	Coal	Ton 345 reis	Ton 1/6¾
	Coke and Patent Fuel ..	Ton 400 reis	Ton 1/9½
Martinique	See French West Indies ..	..	..
Mexico	Coal and Coke ..	Free	Free
Morocco	.. .. ..	10% ad valorem	10% ad valorem
Mossamedes	Coal	Free	Free

* Including War Tax.

Duties imposed in Foreign Countries on Coal, Coke, and Patent Fuel imported from the United Kingdom—*continued.*

Countries.	Tariff Classification.	Tariff Rates of Duty.	English Equivalent
Mosambique ..	Coal	Free	Free
Muscat (Arabia) ..	.. .. ..	5% ad valorem Free of import duty "Octroi	5% ad valorem de mer"
New Caledonia ..	Coal and Coke ..	10 centimes per 100 kilos net	Ton 9½d
Norway	Coal and Coke ..	Free	Free
Pacific Isles, French	"See "F"	..	..
Panama ..	Coal imported by Companies for their own use	Free	Free
	Coal imported for the use of the Isthmian Canal Commission ..		
	Coal imported at Ancona or Cristabel for use of sea-going vessels ..		
	Coal not coming under any of above heads ..	10% ad valorem	
Persia	Coal and Coke ..	Free	Free
Peru	Coal	Free	Free
Phillipine Islands	Coal and Coke ..	25c per metric tn	
Porto Rico ..	Same as United States ..	..	..
Portugal ..	Coal	Ton 345 reis	Ton 1/6¾
	Coke and Briquettes ..	Ton 400 reis	Ton 1/9½
Portuguese West Africa	See Africa	..	..
Principié Island ..	Coal	Free	Free
Roumania	Coal and Coke ..	20bani p. 100 kls.	Ton 1/7½
	Anthracite, Lignite, Peat, &c	5 ,, ,,	,, 4¾d.
	Briquettes of all kinds of Coal	80 ,, ,,	,, 6/6
Russia ..	Coal and Peat—	Rble. Cop.	
	Imported at Baltic Ports	p. Poud 0 01½	,, 1/11¾
	Imported at Ports of the Black Sea and Sea of Azov	,, 0 06	,, 7/10½
	Imported across the western land frontier	,, 0 03	,, 3/11¼
	Coke—		
	Imported at Baltic Ports	,, 0 02¼	,, 2/11½
	Imported at Ports of the Black Sea and Sea of Azov	,, 0 09	,, 11/10
	Imported across the western land frontier	,, 0 04½	,, 5/11
	Coal, Coke, etc., imported at White Sea Ports ..	Free	Free

Duties imposed in Foreign Countries on Coal, Coke and Patent Fuel imported from the United Kingdom—*continued.*

Countries.	Tariff Classification.	Tariff Rates of Duty.	English Equivalent.
St. Croix	Coal	Free	Free
St. Eustace	See Dutch West Indies	..	..
St. Martin	,, ,, ,,	..	..
St. Thomas (Danish West Indies)	Coal	Free	Free
St. Thomas Island (Portuguese West Africa)	Coal	Free	Free
San Salvador	Coal and Coke	Free	Free
Siam	Coal, Coke and Paten Fuel	3% ad valorem	3% ad valorem
Somaliland	See French East Africa	..	
Spain	..	1000 kilos 2p 50c	Ton 2/-
Spanish African Possessions	See Africa	..	..
Sumatra	Coal and Coke	Free	Free
Surinam (Dutch Guiana)	Coal	Free	Free
Sweden	Coal and Coke	Free	Free
Switzerland	Coal, Coke, Lignite, and Patent Fuel of all kinds	Free	Free
Tahiti	Coal	Free	Free
Tripoli	Coal, Coke and Patent Fuel	8% ad valorem	8% ad valorem
Tunis	Coal and Coke	12 centimes per 100 kilos gross	Ton 11¾d.
Turkey	..	8% ad valorem	8% ad valorem
United States	Coal—		
	Anthracite	Free	Free
	Bituminous and all Coal containing less than 92% of fixed carbon, and shale	Dol. ct. Ton 0 67	Ton 2/9½
	Coal slack or culm	Ton 0 15	Ton 7½d.
	Coke	20% ad valorem	20% ad valorem
Uruguay	Coal for Sugar Factories	Free	Free
	,, for other purposes pays 6% on a valuation	of 10 pesos per t	on of 1000 kilos.
Venezuela	Coal	Free	Free
West Indies	See Danish, Dutch, and	French West In	dies.

Duties imposed in British Colonies on Coal, Coke, and Patent Fuel imported from the United Kingdom.

*The Colonies marked thus * constitute the South African Customs Union.*

Colonies.	Tariff Classification.	Tariff Rate of Duty
Antigua ..	Coal, Coke, and Patent Fuel ..	2/4 per ton
Australian Commonwealth	Coal, and Patent Fuel .	Free
	Coke	4/- per ton
Bahamas ..	Coal	Free
Barbadoes ..	Coal and mixed preparations thereof, and Coke ..	2/6 per ton (*a*)
*Basutoland	Coal	3/- per ton of 2000 lbs.
	Coke and Patent Fuel ..	2/- ,, ,,
*Bechuanaland Protectorate	Coal	3/- ,, ,,
	Coke and Patent Fuel ..	2/- ,, ,,
Bermuda ..	Coal	Free
British Guiana	Coal (including the packages)	1/4 per hogshead
	All kinds, loose	2/1 per ton
,, Honduras ..	All kinds	Free
,, New Guinea	Coal and Coke	,,
Canada	Coal and Coal dust:—	
	Anthracite	,,
	Bituminous:—	
	Slack Coal such as will pass through a half-inch screen	13⅔% ad valorem (*c*) maximum 4 1/5 d. per ton of 2240 lbs. (*d*)
	Round Coal and run of mine, and all other kinds of Coal	1/7 1/5 per ton of 2240 lbs. (*e*)
	Coke	Free
*Cape Colony	Coal	3/- per ton of 2000 lbs.
	Coke and Patent Fuel ..	2/- ,, ,,
Ceylon ..	All kinds	Free
Dominica ..	,, ...	5/- per ton
Falkland Islands ..	,, ...	Free
Fiji	Coal and Coke	,,
Gambia ..	All kinds	,,

(*a*) With an additional charge of 10% on the amount of duty leviable at the rate given.

(*c*) The tariff is 20% ad valorem, maximum 7·40d. per ton of 2240 lbs., which under the British Preferential Tariff, is subject to a reduction of 33⅓ %.

(*d*) An allowance not exceeding 100 lbs to the ton may be made for coals larger than ¾ inch.

(*e*) The tariff is 2/5·60 per ton of 2240 lbs., subject to a reduction of 33⅓% for British Coal.

Duties imposed in British Colonies on Coal, Coke, and Patent Fuel imported from the United Kingdom.

Colonies.	Tariff Classification.	Tariff Rate of Duty.
Gibraltar ..	All kinds	Free
Gold Coast:—		
West of the Volta	Coal	,,
East ,, ,,	,, ...	,,
Grenada ..	Coal	Free
Guiana	Coal (including the packages)	1/4 per hogshead
	All kinds, loose	2/1 per ton
Honduras ..	All kinds	Free
Hong Kong ..	,, ...	,,
India	,, ...	,,
Jamaica ..	,, ...	,,
Labuan ..	,, ...	,,
Lagos ..	See Southern Nigeria ..	..
Malta ..	All kinds	Free
Mauritius ..	,, ...	0 rs. 56 c. per Ton (*a*)
Montserrat	Coal for manufactures ..	Free
	,, ,, other purposes ..	3/– per ton
*Natal	Coal	3/– per ton of 2000 lbs.
	Coke and Patent Fuel ..	2/– ,, ,,
Newfoundland (*b*)	Coal:—	
	Imported into the port of St John's—	
	Anthracite	4/1·33 per ton
	Other kinds ..	2/10·53 ,,
	Imported into other Ports	2/0·67 ,,
	Coke	Free
New Guinea ..	Coal and Coke	,,
Nevis ..	All kinds	2/4 per ton
New Zealand ..	,, ...	Free
Nigeria, Northern	Coal	,,
Nigeria, Southern	Coal	,,
*Orange River Colony	Coal	3/– per ton of 2000 lbs.
	Coke and Patent Fuel ..	2/– ,, ,,
*Rhodesia, Southern	Coal	3/– per ton of 2000 lbs.
	Coke and Patent Fuel ..	2/– ,, ,,

(*a*) With an additional charge of 20 % on the amount of duty leviable at the rate given.

(*b*) A rebate of the whole duty is allowed upon Coal imported at any place other than St. John's, Harbour, Grace, Carbonear, Placentia and Grand Bank upon production of satisfactory proof that such coal is intended exclusively for domestic use.

Duties imposed in British Colonies on Coal, Coke, and Patent Fuel imported from the United Kingdom.

Colonies.	Tariff Classification.	Tariff Rate of Duty.
St. Christopher ..	All kinds	2/4 per ton
St. Helena ..	„	Free
St. Lucia	Coal, Coke, and Patent Fuel, for use in manufacture of Colonial products ..	Free
	All other Coal and Coke ..	6d. per ton
St. Vincent ..	All kinds	Free
Seychelles ..	„	1 rs. 02 c. per ton of 2240 lbs.
Sierra Leone ..	„	Free
Straits Settlements	„	„
*Transvaal	Coal	3/– per ton of 2000 lbs.
	Coke and Patent Fuel ..	2/– „ „
Trinidad & Tobago	All kinds	Free
Turks & Caicos Is.	„	„
Virgin Islands ..	„	2/6 per ton

COKE.

COKE.

A large number of the Collieries in the South Wales Coalfield which work the more Bituminous Coals, convert their Small into Coke. The Coke produced at the Collieries can be broadly divided into 3 Classes, viz., Special Foundry, Foundry, and Furnace.

In recent years a number of coking installations in the South Wales Coalfield have been replaced by more modern ovens equipped with plant for the recovery of the tar and ammoniacal liquor driven off from the Coal in the process of coking. In addition to this, a number of additional coking plants have been built, with the result that the total output of Coke from the Coalfield is now very largely in excess of what it was ten or even five years ago.

The chief markets for Welsh Coke are the Ironworks in South Wales and Monmouthshire. A considerable quantity is, however, exported.

The effect of the increased production of Coke is already shown in the exports ; and it is probable that in future years South Wales will take a much more important position as a Coke exporter.

In addition to the Collieries, the Gas Companies produce a large quantity of Coke which has a special market, mainly for domestic closed stoves, and some of which is exported from the Bristol Channel Ports.

The total production of Coke (as ascertained by the Government) including Coke Ovens and Gas Works, in 1905 and 1906 was as follows :—

	1905	1906
Glamorganshire	836,207	845,964
Monmouthshire	637,773	672,441
Pembrokeshire	3,746	4,002
Carmarthenshire	3,614	3,902
Cardiganshire	2,154	2,483
Breconshire	1,783	1,308
	1,485,277	1,530,100

The production in 1907 probably amounted to 1,600,000 tons. Of this about 130,000 tons represented Gas Coke made at Municipal and private-owned Gas Works. The balance was made in Coke Ovens attached to the various Collieries and Ironworks in the above Counties.

Coke Production of the United Kingdom.

	1905	1906
South Wales and Mon. ..	1,485,277	1,530,100
North Wales	97,302	101,662
Rest of England ..	15,338,305	16,368,241
Scotland	989,616	1,173,345
Ireland	118,949	118,122
Isle of Man	8,536	5,056
	18,037,985	19,296,526

Number and Description of Coke Ovens in 1906.

	DESCRIPTION OF OVENS.									
	Beehive.	Simon Carves.	Sernet Solway.	Coppée.	Bauer.	Koppers.	Otto Hilgen-stock.	Simplex.	Other Kinds.	Total.
South Wales ..	363	..	..	1,094	..	..	57	..	254	1,768
Monmouthshire	103	..	..	854	..	..	..	..	404	1,366
Total South Wales Coalfield	471	..	..	1,948	..	..	57	..	658	3,134
England and North Wales	21,996	808	520	336	12	108	616	78	800	25,274
Scotland ..	987	..	150	24	40	..	95	..	24	1,320
Total U. K. ..	23,454	808	670	2,308	52	108	768	78	1,482	29,728
Total 1905* ..	25,514	723	470	2,233	52	72	503	78	1,412	31,060

* The 1905 figures for Coppée Ovens in Scotland include some Otto Hilgenstock Ovens.

COKE.

Conveyance, Freights, Etc.

The Railway and Dock charges for the conveyance and shipment of Coke are shown on pages 131–136 and 137–149.

The forms of charter used for Coal are also applicable to Coke.

The freights on Coke, although following the freights on Coal, are always considerably higher owing to the greater bulk.

Production of Coke in certain Foreign Countries in 1906 and 1907.

Country.	1906.	1907.
GERMANY	20,265,572	21,938,038
BELGIUM	Statistics not	published.
FRANCE:		
Pas de Calais	986,028	1,174,583
Nord	692,795	772,174
Loire	124,573	132,610
Gard	44,540	47,503
UNITED STATES	32,500,108	*36,000,000
AUSTRIA:		
From Coal	1,677,646	1,870,180
,, Lignite	..	31,897

* Provisional Figures.

Typical Analysis of Welsh Coke.

Fixed Carbon	92·18
Volatile Matter	·50
Ash	6·50
Sulphur	·80
Phosphorus	·02
	100·00

COKE.

Market Prices of the Various Qualities of Coke, F.O.B., Cardiff.

Month.	Special Foundry Coke.	Foundry Coke.	Furnace Coke.	Gas Coke.
1906.				
January	23/–	19/–	16/9	10/6
February	23/6	19/3	17/3	10/3
March	23/6	19/–	16/9	10/3
April	24/3	19/6	16/9	10/3
May	24/–	19/6	16/9	10/–
June	24/–	20/–	17/3	10/–
July	24/–	20/–	17/3	10/–
August	24/–	19/6	17/6	10/3
September	24/–	19/6	17/–	11/–
October	24/–	19/6	17/–	11/9
November	24/6	20/3	17/6	11/9
December	28/6	23/3	17/9	12/–
1907.				
January	31/6	27/–	21/–	12/6
February	34/–	29/–	23/6	12/9
March	30/6	27/6	22/6	13/3
April	30/3	26/9	21/3	13/3
May	30/–	26/6	21/–	15/–
June	30/–	26/6	21/–	15/9
July	30/–	24/9	21/–	16/–
August	28/9	24/9	21/–	18/–
September	28/9	24/9	21/–	17/–
October	28/3	23/6	21/–	17/–
November	26/–	22/9	19/9	16/9
December	25/9	22/6	19/6	15/6
1908.				
January	25/6	21/3	18/3	..
February	25/–	20/3	17/–	..
March	25/9	20/6	17/–	..

EXPORTS OF COKE FROM SOUTH WALES AND MONMOUTHSHIRE PORTS FOR THE YEAR 1907, SHOWING EACH COUNTRY OF DESTINATION.

Country of Destination.	Cardiff.	Newport.	Port Talbot.	Swansea.	Totals.
	Tons	Tons	Tons	Tons	Tons
Norway	..	..	..	26	26
Sweden	..	144	..	101	245
Dutch Borneo	..	123	..	..	123
Other Dutch Possessions in the Indian Seas	..	80	..	..	80
Dutch Guiana	17	..	..	..	17
,, West India Islands ..	..	13	..	..	13
France	4,684	2,898	141	325	8,048
Algeria	203	487	195	32	917
French West Africa	19	..	..	..	19
Portugal	123	69	..	..	192
Azores	142	..	..	..	142
Madeira	65	..	..	..	65
Portuguese West Africa ..	47	33	..	..	80
,, East ,, ..	..	63	..	..	63
,, Possessions in India	290	..	..	..	290
Spain	1,620	841	14,498	2,789	19,748
Canary Islands	213	..	..	..	213
Italy	344	907	61	940	2,252
Austria-Hungary	1,740	..	..	..	1,740
Greece	1,991	97	5	74	2,167
Bulgaria	23	..	..	..	23

Roumania	7,388	..	..	1,027	8,415
Turkey, European	376	115	..	..	491
,, Asiatic	..	99	..	17	116
Egypt	4,590	..	533	639	5,762
Tunis	239	772	..	669	1,680
Cuba	204	454	..	..	658
Mexico	14,033	308	..	..	14,341
Venezuela	60	10	..	..	70
Peru	1,055	..	..	..	1,055
Chili	8,295	..	6,000	..	14,295
Brazil	5,824	145	..	56	6,025
Uruguay	7,334	141	..	..	7,475
Argentine Republic	9,861	1,258	201	..	11,320
Channel Islands	10	..	..	..	10
Malta and Gozo	23	57	..	..	80
Sierra Leone	..	..	22	..	22
The Gold Coast	30	106	..	24	160
Nigerian Protectorates ..	10	..	..	..	10
Cape of Good Hope	13,396	1,053	1,148	11,160	26,757
Aden and Dependencies ..	32	..	..	..	32
Bombay (including Karachi) ..	908	3,392	..	..	4,300
Bengal	..	100	..	..	100
Straits Settlements & Dependencies	1,445	..	..	..	1,445
Hong Kong	188	..	..	..	188
Western Australia	2,162	..	..	..	2,162
South Australia (including N. Territory)	2,536	..	..	..	2,536
Bermudas	230	..	..	..	230
British Guiana	48	..	..	..	48
Total ..	91,798	13,765	22,804	17,879	146,246

COKE EXPORTS.

Table showing the Exports of Coke from each South Wales and Monmouthshire Port to each Foreign Port in 1907, the Foreign Ports being grouped in Geographical Divisions.

The figures given in the following Tables are taken from Browne's Export List.

ARCTIC, BALTIC AND NORTH SEA, PORTS NORTH OF HAMBURG.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Valderhang ..	..	..	..	..	..	..	..	193
Trondhjem ..	..	..	..	..	265	..	265	..
Christiania ..	..	..	..	..	..	..	..	3
Uddevalla ..	..	..	..	..	100	..	100	..
Carlscrona ..	..	144	..	..	..	..	144	..
Cronstadt ..	..	..	..	..	..	..	..	433
Total ..	..	144	..	..	365	..	509	629

COASTING LIMITS, HAMBURG TO BREST INCLUSIVE.

Dunkirk ..	..	..	..	..	..	..	..	63
Calais ..	..	..	..	..	..	..	..	443
Havre ..	4,270	2,184	..	..	..	..	6,454	12,045
Fecamp ..	..	..	..	..	9	..	9	25
Duclair ..	..	..	..	..	..	..	..	203
Rouen ..	202	581	..	..	..	..	783	838
Caen ..	..	..	..	..	..	..	..	576
Cherbourg ..	5	..	..	..	..	..	5	..
St. Sampson ..	10	..	..	..	..	..	10	..
Morlaix ..	..	..	..	..	..	..	..	17
Brest ..	8	..	..	..	..	..	8	..
Total ..	4,495	2,765	..	..	9	..	7,269	14,210

NORTH FRENCH LIMITS, BREST TO BAYONNE.

Quiberon	..	..	..	..	..	..	..	156
Vannes	161	..	..	..	..	..	161	236
St. Nazaire	..	..	..	..	..	..	..	32
Nantes	..	..	142	..	..	..	142	121
Chantenay	99	..	..	..	..	..	99	224
La Rochelle	..	..	..	..	..	..	..	75
Bordeaux	..	82	..	..	..	..	82	158
Bayonne	..	..	..	..	50	..	50	..
Total	260	82	142	..	50	..	534	1,002

NORTH SPANISH AND PORTUGUESE LIMITS.

Passages	143	..	..	..	163	..	306	369
Bilboa	..	272	..	..	..	..	272	396
Santander	..	..	..	..	208	..	208	..
Ferrol	98	..	..	..	..	..	98	113
Corunna	71	96	..	..	..	..	167	55
Corcubion	..	..	..	..	..	..	..	198
Villagarcia	19	..	..	..	..	..	19	33
Carril	..	..	..	..	..	..	..	150
Marin	..	80	..	..	..	..	80	..
Vigo	174	28	..	..	..	..	202	118
Lisbon	121	70	..	..	..	..	191	246
Huelva	595	219	14,770	..	272	..	15,856	14,279
Cadiz	98	..	..	..	..	..	98	..
Gibraltar	..	..	..	..	..	..	..	304
Total	1,319	765	14,770	..	643	..	17,497	16,261

NEAR MEDITERRANEAN LIMITS.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Marbella ..	..	..	..	..	..	..	..	4
Almeria ..	..	97	..	..	..	..	97	99
Almeria & Mahon	..	..	..	..	..	..	..	17
Aguilas ..	1	49	..	..	..	..	50	343
Denia ..	..	..	..	..	190	..	190	..
Gandia ..	48	..	..	..	..	..	48	..
Valencia ..	..	..	..	..	302	..	302	182
Barcelona ..	..	..	..	..	..	..	..	47
Marseilles ..	..	..	..	..	..	..	..	366
Genoa ..	..	..	..	..	..	..	..	796
Naples ..	97	487	..	..	207	..	791	251
Torre Annunziata	..	419	..	..	50	..	469	242
Salerno ..	..	..	..	..	..	..	..	92
Carloforte ..	..	..	61	..	..	..	61	..
Palermo ..	..	..	..	..	..	..	..	164
Catania ..	106	..	..	..	152	..	258	298
Malta ..	23	56	..	..	..	..	79	992
Ortona ..	..	..	..	..	..	..	..	351
Pescara ..	91	..	..	..	..	..	91	..
Ancona ..	..	..	..	..	427	..	427	310
Venice ..	..	..	..	..	..	..	..	225
Trieste ..	..	..	..	..	..	..	..	201
Pola ..	..	..	..	..	..	..	..	404
Fiume ..	1,738	..	..	..	..	..	1,738	..
Total ..	2,104	1,103	61	..	1,328	..	4,601	5,384

UPPER MEDITERRANEAN LIMITS.								
Salamis ..	49	..	..	..	..	..	49	142
Piræus ..	311	97	5	..	..	..	413	118
Ergasteria ..	1,299	..	..	..	74	..	1,373	3,051
Syra ..	127	..	..	..	..	..	127	123
Volo ..	199	..	..	..	..	..	199	273
Salonica ..	50	..	..	..	..	..	50	80
Haidar Pacha ..	16	..	..	..	..	..	16	69
Constantinople ..	273	114	..	..	..	..	387	241
Varna ..	5	..	..	..	..	..	5	26
Kustendje ..	3,916	..	..	..	..	..	3,916	2,418
Sulina ..	401	..	..	..	..	..	401	1,045
Galatz ..	2,572	..	..	..	..	..	2,572	2,690
Galatz and Ibrail	..	..	..	..	..	..	..	405
Ibrail ..	453	..	..	..	1,026	..	1,479	..
Smyrna ..	..	106	..	..	..	..	106	136
Beyrout ..	..	..	..	..	17	..	17	52
Port Said ..	225	..	..	..	472	..	697	405
Total ..	9,896	317	5	..	1,589	..	11,807	11,274
NORTH AFRICAN &c. (MED.), LIMITS, ALEXANDRIA TO CEUTA.								
Alexandria ..	4,453	..	533	..	167	..	5,153	2,132
Tunis ..	188	772	..	..	648	..	1,608	2,183
Bizerta ..	..	..	..	..	19	..	19	..
Phillipville ..	..	..	49	..	..	..	49	..
Bougie ..	..	..	19	..	..	..	19	..
Algiers ..	241	476	127	..	..	..	844	496
Oran ..	..	10	8	..	16	..	34	25
Djidelli & Cello ..	..	..	..	..	..	..	..	1,103
Benisaf ..	..	..	..	..	16	..	16	20
Total ..	4,882	1,258	736	..	866	..	7,742	5,959

WEST AFRICAN LIMITS. CEUTA TO CAPETOWN.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Tangiers ..	..	..	..	..	..	..	..	16
Fayal ..	..	..	..	..	..	..	..	9
St. Michael's ..	141	..	..	..	..	..	141	119
Madeira ..	63	..	..	..	..	..	63	55
Teneriffe ..	42	..	..	..	..	..	42	30
Las Palmas ..	155	..	..	..	..	..	155	85
Cape de Verdes ..	..	..	..	..	..	..	..	1
St. Vincent ..	4	..	..	..	..	..	4	51
Dakar ..	19	..	..	..	..	..	19	47
Burutu ..	10	..	..	..	..	..	10	5
Palma ..	55	..	..	..	..	..	55	90
Sekondi ..	30	72	..	..	24	..	126	17
Axim ..	..	10	..	..	..	..	10	..
Axim & Sekondi ..	..	..	..	..	..	..	..	39
W. Coast of Africa	..	..	22	..	..	..	22	5
St. Paul do Loando	42	33	..	..	..	..	75	19
Port Nolloth ..	13,101	1,053	1,148	..	8,065	..	23,367	15,877
Total ..	13,662	1,168	1,170	..	8,089	..	24,089	16.465

EAST AFRICAN LIMITS. CAPE TO SUEZ.

Capetown ..	248	..	..	..	..	..	248	317
Simonstown ..	34	..	..	..	..	..	34	119
Beira ..	..	62	..	..	..	..	62	24
Perim ..	5	..	..	..	..	..	5	12
Total ..	287	62	..	..	..	..	349	472

RED SEA, PERSIAN GULF, INDIAN, &c., LIMITS TO SINGAPORE.

Aden ..	25	..	..	..	..	..	25	31
Aruba ..	..	13	..	..	..	..	13	..
Karachi ..	..	68	..	..	..	..	68	11
Karachi & Bombay	..	..	..	..	..	..	..	6
Suakim ..	301	..	..	..	..	..	301	103
Bombay ..	713	3,325	..	..	..	..	4,038	4,059
Marmagoa ..	290	..	..	..	..	..	290	347
Calcutta ..	..	100	..	..	..	..	100	379
Singapore ..	1,442	..	..	..	..	..	1,442	497
Total ..	2,771	3,503	..	..	..	..	6,277	5,433

FAR EAST LIMITS, EAST OF SINGAPORE.

Balik Papan ..	..	123	..	..	..	..	123	..
Pankalon Brandon	..	80	..	..	..	..	80	..
Hong-kong ..	183	..	..	..	..	..	183	146
Shanghai ..	..	..	..	..	..	..	..	21
Total ..	183	203	..	..	..	..	386	167

AUSTRALASIAN AND PACIFIC ISLANDS LIMITS.

Adelaide ..	1,943	..	..	..	..	..	1,943	3,567
Fremantle ..	2,754	..	..	..	..	..	2,754	3,247
Total ..	4,697	..	..	..	..	..	4,697	6,814

NORTH AND SOUTH AMERICA, PACIFIC PORTS LIMITS.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Sulina Cruz ..	..	..	..	..	..	..	..	194
Punta Arenas ..	..	..	..	..	..	..	..	48
Callao ..	1,055	..	..	..	..	..	1,055	..
Pisagua ..	..	..	98	..	..	..	98	50
Iquique ..	105	..	149	..	..	..	254	95
Tocopilla ..	10	..	..	..	..	..	10	2,021
Gatico ..	..	..	..	..	..	..	..	1,974
Chanarel ..	..	..	..	..	..	..	..	1,503
Carizal ..	..	..	1,084	..	..	..	1,084	501
Coronel ..	2,528	..	..	..	..	..	2,528	..
Caldera ..	4,105	..	..	..	..	..	4,105	1,000
Coquimbo ..	..	..	792	..	..	..	792	..
Valparaiso ..	1,951	..	3,376	..	..	..	5,327	5,859
Total ..	9,754	..	5,499	..	..	..	15,253	13,245

Bahia Blanca ..	304	..	..	..	..	..	204	142
La Plata ..	..	..	..	..	..	..	..	74
Buenos Ayres ..	7,731	1,205	201	..	..	..	9,137	9,766
Rosario ..	1,373	..	..	..	..	..	1,373	703
Parana ..	..	52	..	..	..	..	52	..
Frey Bentos ..	..	..	..	..	..	..	..	33
Monte Video ..	7,303	141	..	..	..	..	7,447	7,426
Rio Grande do Sul	13	..	..	..	..	..	13	12
Maranham ..	..	..	..	..	5	..	5	..
Santos ..	602	..	..	..	..	..	602	674
Rio de Janeiro ..	3,927	47	..	..	..	..	3,974	2,803
Bahia ..	110	98	..	..	96	..	304	261
Maceio ..	..	..	..	..	..	..	..	22
Pernambuco ..	155	..	..	..	..	..	155	550
Para ..	73	..	..	..	..	..	73	50
Paramaribo ..	66	..	..	..	..	..	66	..
Surinam ..	..	..	..	..	..	..	..	15
Demerara ..	47	..	..	..	..	..	47	25
La Guayra ..	8	10	..	..	..	..	18	29
Puerto Cabello ..	52	..	..	..	..	..	52	..
Orangestadt ..	..	..	..	..	..	..	..	10
Havana ..	204	454	..	..	..	..	658	..
Point a Pitre ..	..	..	..	..	..	..	..	11
San Juan ..	269	..	..	..	..	..	269	..
Coatzacoalcos ..	..	75	..	..	..	..	75	..
Vera Cruz ..	13,824	233	..	..	..	..	14,057	4,240
Bermuda ..	229	..	..	..	..	..	229	300
Total ..	36,293	2,315	201	..	101	..	38,910	27,146

COKE EXPORTS, 1907.

SUMMARY OF TOTALS.

Geographical Division.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Arctic, Baltic and North Sea ..	..	144	..	..	365	..	509	629
Coasting Limits	4,495	2,765	..	..	9	..	7,269	14,210
North French Limits ..	260	82	142	..	50	..	534	1,002
North Spanish and Portuguese Limits	1,319	765	14,770	..	643	..	17,497	16,261
Near Mediterranean Limits ..	2,104	1,108	61	..	1,328	..	4,601	5,384
Upper Mediterranean Limits ..	9,896	317	5	..	1,589	..	11,807	11,274
North African, etc., Limits ..	4,882	1,258	736	..	866	..	7,742	5,959
West African Limits ..	13,662	1,168	1,170	..	8,089	..	24,089	16,465
East African Limits	287	62	..	..	..	..	349	472
Red Sea, Persian Gulf, Indian, etc., Limits	2,771	3,506	..	..	..	..	6,277	5,433
Far East Limits	183	203	..	..	..	..	386	167
Australasian and Pacific Islands Limits	4,697	..	..	..	..	..	4,697	6,814
N. and S. America, Pacific Ports Limits	9,754	..	5,499	..	..	..	15,253	13,245
N. and S. America, Atlantic Ports Limits	36,293	2,315	201	..	101	..	38,910	27,146
Totals ..	90,603	13,693	22,584	..	13,040	..	139,920	124,461

COKE EXPORTED FROM SOUTH WALES AND MONMOUTHSHIRE PORTS.

From Custom House Returns.

Year.	Cardiff.	Newport.	Port Talbot.	Swansea.	Llanelly.	Total from South Wales and Mon.
	Tons.	Tons.	Tons.		Tons.	Tons.
1895	81,941	4,351	18,205		..	104,497
1896	59,677	7,896	14,497		..	82,070
1897	75,327	21,500	22,751		..	119,578
1898	55,265	5,259	14,277		..	74,801
1899	71,031	12,313	28,612		..	111,956
1900	74,044	16,095	22,689		150	112,918
1901	64,691	20,078	24,400		..	109,169
1902	45,320	15,644	28,256		..	89,220
1903	52,068	15,193	35,048		15	102,324
1904	40,101	18,634	13,870	21,620	11	94,236
1905	61,652	18,140	16,038	13,495	..	109,325
1906	73,164	18,022	23,500	13,790	..	128,476
1907	91,798	13,765	22,804	17,879	..	146,246

PATENT FUEL.

PATENT FUEL.

MANUFACTURERS.

The following is a List of the principal Works manufacturing Briquettes :—

Firm.	Brand of Fuel	Situation of Works
Crown Preserved Coal Co., Ltd. ..	"Crown"	Roath Dock.
,, ,, ,, ..	"Crown"	Port Talbot.
Star Patent Fuel Co.	"Star"	Maindy.
L. Gueret, Ltd.	"Anchor"	,,
Atlantic Patent Fuel Co., Ltd. ..	"Atlantic"	Swansea.
Graigola Patent Fuel Co., Ltd.	"Graigola Merthyr" (Locomotive)	,,
Pacific Patent Fuel Co., Ltd. ..	"Pacific"	,,
Swan Smokeless Fuel Co. ..	"Swan"	,,
Cardiff & Newport Patent Fuel Co., Ltd.	"Arrow"	Newport.

SHIPMENT.

Patent Fuel produced at Maindy is barged down to the Bute Docks, where it is loaded from the barge into the ship. In the case of Works situated at Cardiff, Port Talbot, Newport, and Swansea, the ship goes alongside the private wharves attached to the Works and the briquettes are loaded direct.

CHARGES FOR SHIPMENT.

At Cardiff, Newport, and Port Talbot, the ship pays 1/- per ton for stowing, irrespective of destination.

At Swansea, the ship pays 9d. per ton for stowing if the port of destination is Coasting or North French (for list of such ports see pages 265 and 268). If for any other port the ship pays 1/- per ton.

WHARFAGE

Cardiff, Newport, and Port Talbot, 2d. per ton; Swansea, 2d. per ton.

MARKETS.

There is practically no home market for Welsh Patent Fuel, almost the entire output of the South Wales Works being exported.

PRODUCTION OF PATENT FUEL IN THE UNITED KINGDOM IN 1905 AND 1906.

(GOVERNMENT RETURNS.)

County	1905	1906
	Tons	Tons
Derby, Essex, Gloucester, Hants, Notts, Staffs, Sussex, and York	27,490	17,350
Devon	1,600	1,150
Lancaster	9,819	8,598
Somerset	4,098	4,272
Monmouth	66,704	* 126,847
Glamorgan .. .	1,063,240	1,307,558
Scotland	32,046	33,495
Ireland	14,598	13,950
	1,219,595	1,513,220

* Included with Gloucestershire in Government figures. The Monmouthshire production in 1906 was approximately 120,000 tons. The 1907 production was approximately, Glamorganshire, 1,380,000; Monmouthshire, 135,000.

Production of Patent Fuel in certain Foreign Countries in 1906 and 1907.

Country.	1906.	1907.
GERMANY :—		
From Coal	14,500,851	3,524,017
,, Lignite		12,890,461
BELGIUM	Statistics not published.	
FRANCE :—		
Pas de Calais	378,981	443,290
Nord	580,252	740,750
Loire	215,893	235,575
Gard	378,669	410,371
Hérault	38,911	42,642
AUSTRIA :		
From Coal	142,135	137,085
,, Lignite	110,229	159,370

PATENT FUEL.

CURRENT MARKET PRICES OF CARDIFF, NEWPORT, PORT TALBOT, AND SWANSEA PATENT FUEL IN 1903, 1904, 1905, 1906, 1907, AND 1908.

PATENT FUEL PRICES.

MONTH.	1903.		1904.		1905.		1906.		1907.		1908.	
	f.o.b. Cardiff, Newport, and Pt. Talbot.	f.o.b. Swansea.	f.o.b. Cardiff, Newport, and Pt. Talbot.	f.o.b. Swansea.	f.o.b. Cardiff, Newport, and Pt. Talbot.	f.o.b. Swansea.	f.o.b. Cardiff, Newport, and Pt. Talbot.	f.o.b. Swansea.	f.o.b. Cardiff, Newport, and Pt. Talbot.	f.o.b. Swansea.	f.o.b. Cardiff, Newport, and Pt. Talbot.	f.o.b. Swansea.
January ..	14/–	13/3	14/6	13/6	12/9	11/9	14/6	11/9	16/3	14/6	18/3	16/9
February ..	14/–	13/3	14/3	13/–	13/–	12/–	15/–	12/–	17/3	15/6	18/–	15/9
March ..	14/–	13/–	14/3	13/3	13/–	12/–	15/6	12/–	16/6	15/9	17/6	14/6
April ..	14/6	13/–	14/3	13/6	13/6	11/9	16/–	12/6	16/–	15/9	..	..
May ..	14/6	13/–	14/–	13/6	13/6	11/9	16/3	13/3	17/–	15/9	..	..
June ..	15/–	13/3	14/–	13/–	13/6	11/6	16/3	12/9	18/3	16/9	..	..
July ..	15/–	13/3	14/–	13/–	13/6	11/6	16/3	13/–	19/3	17/6	..	..
August ..	15/–	13/3	13/6	13/–	13/6	11/6	16/–	13/–	19/9	18/3	..	..
September ..	15/–	13/3	13/3	12/9	13/9	11/6	16/–	13/3	19/9	19/–	..	..
October ..	14/9	13/3	12/9	12/6	13/6	11/6	15/9	13/3	19/–	18/3	..	..
November ..	14/9	13/3	12/9	12/–	13/6	11/6	15/6	13/3	18/3	17/–	..	..
December ..	14/6	13/–	12/3	11/9	13/3	11/6	15/6	13/6	18/6	17/9	..	..

During the operation of the Export Tax on Coal (19th April, 1901, to 1st. November, 1906) the above prices include the Tax of 1/- per ton.

PRICES OF PITCH FOR EACH MONTH IN 1906 DELIVERED FREE ON RAIL AT CARDIFF.

(From information furnished by Messrs. C. TENNANT, SONS & Co., of Cardiff.)

1906.	London.		East Coast.		West Coast.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
January	32/4½	32/7½	31/3	31/9	30/6	31/–
February	28/9	32/3	27/9	30/3	26/3	29/9
March	28/–	28/3	27/–	27/3	25/–	25/3
April	27/9	28/–	26/9	26/9	24/9	24/9
May	27/3	27/9	26/3	26/9	24/9	25/3
June	27/1½	27/1½	26/3	26/6	25/1½	25/7½
July	27/6	27/6	26/6	26/6	25/7½	25/7½
August	27/3	28/–	26/3	27/9	25/4½	26/6
September	28/3	31/–	28/3	30/6	27/–	29/9
October	30/–	31/6	28/–	30/6	28/–	30/3
November	28/–	29/6	26/9	27/6	26/6	27/6
December	26/4½	27/–	25/3	25/6	25/–	25/6

PRICES OF PITCH FOR EACH MONTH IN 1907 DELIVERED FREE ON RAIL AT CARDIFF.

(From information furnished by Messrs. C. TENNANT, SONS & Co., of Cardiff.)

1905.	London.		East Coast.		West Coast.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
January	24/10½	25/3	24/1½	24/9	24/–	24/6
February	25/3	25/6	25/–	25/3	24/1½	24/6
March	25/9	26/3	25/–	25/3	24/3	24/3
April	25/7½	25/9	25/1½	25/3	24/–	24/3
May	25/9	26/–	25/3	25/6	24/3	24/9
June	26/6	26/6	25/4½	25/4½	24/4½	24/4½
July	26/–	26/–	25/3	25/4½	24/–	24/3
August	26/–	26/–	25/3	25/7½	24/1½	24/6
September	26/–	27/–	25/3	26/–	24/6	25/6
October	24/9	26/4½	24/7½	25/4½	24/–	25/–
November	23/3	24/7½	22/3	23/6	21/6	23/–
December	23/3	23/3	21/3	22/3	20/6	21/6

PATENT FUEL CHARTERS.

The following is the form of Charter Party commonly in use for Patent Fuel from South Wales and Monmouthshire Ports :—

CHAMBER OF SHIPPING WELSH COAL CHARTER, 1896.
PATENT FUEL.

CARDIFF, NEWPORT, PORT TALBOT, SWANSEA.....190

It is this day mutually agreed BETWEEN.....
Owner of the good Screw Steamer called the.....
classed.....of.....tons net register.....
tons dead weight, exclusive of bunkers or thereabouts.....
.....Master, now.....and expected ready
to load about.....
AND.....as Agents for the Charterers.

1. THAT the said Steamer being tight, staunch and strong, and every way fitted for the Voyage, shall, with all possible despatch, sail and proceed to.....
.....and there load, always afloat, in the customary manner, from the Charterers, in such dock as may be ordered by them on or before arrival in.....Roads.....
a full and complete Cargo of Patent Fuel and or Coal at Charterers option not exceeding.....tons, nor less than.....tons, and not exceeding what she can reasonably stow and carry, over and above her Tackle, Apparel, Provisions, and Furniture ; and being so loaded, shall therewith proceed, with all possible despatch, to.....or so near thereunto as she can safely get, and there deliver her cargo alongside any wharf, and or Vessel, and or Craft, as ordered, where she can safely deliver, always afloat, but if required to shift, the expense of so doing to be paid by Consignee, and the time to count ; on being paid Freight at the rate of.....per ton of 20 cwts. or 1,015 kilos. delivered, or on Bill of Lading quantity less 2 per cent, at Receiver's option to be declared in writing before bulk is broken. If the Receiver should elect to weigh the Cargo at the port of destination, the weighing shall be done (by an official weigher) at his expense. The owner may provide a check weigher at Steamer's expense. Should any deficiency be alleged on the authority of such weighing, it shall affect the Freight only, from which no deduction shall be made for alleged shortage of cargo, any custom of the port of discharge notwithstanding, but the Owner shall furnish, if required, a Statutory Declaration by the Master and other officers that all the Cargo received on board has been delivered. The freight is in full of trimming, and of all Port Charges, Pilotages, and Consulages on the Vessel. All Wharfage dues or Harbour tolls on the Cargo to be paid by the Charterers.

2. A sailing telegram to be sent to the Charterers on Steamer leaving her last port, or in default twenty-four hours more to be allowed for loading.

3. The cargo to be loaded in.....running hours (excluding Bunkering time, Sundays, Custom House, Colliery, and Local Holidays, Easter Monday and Tuesday, Whit Monday and Tuesday, and three days following Christmas Day, and from 1 p.m. on Saturday or the day previous to any such Holiday to 7 a.m. on Monday or the day after any such holiday unless used) commencing when written notice is given of Steamer being completely discharged of inward cargo and ballast in all her holds and ready to load, such notice to be given between business hours of 9 a.m. and 5 p.m., or 1 p.m. on Saturdays. Any time lost through riots, strikes, lock-outs, or any dispute between masters and men occasioning a stoppage of pitmen, fuel workmen, dockmen, trimmers, or

other hands connected with the working or delivery of the cargo for which the Steamer is stemmed, or by reason of accidents to mines, fuel works or machinery, obstruction on the Railway or in the Docks; or by reason of floods, frosts, fogs, storms, or any cause beyond the control of the Charterers, not to be computed as part of the loading time (unless any cargo be actually loaded during such time). In the event of any stoppage or stoppages arising from any of these causes continuing for the period of six running days from the time of the vessel being ready to load, this Charter shall become null and void, provided, however, that no Cargo shall have been shipped on board the Steamer previous to such stoppage or stoppages. In case of partial holiday or partial stoppage of Colliery or Collieries or Fuel Works from any or either of the aforenamed causes, the lay hours to be extended proportionately to the diminution of output arising from such partial holiday or stoppage. If longer detained, Charterers to pay Sixteen Shillings and Eightpence per running hour demurrage. No deduction of time shall be allowed for stoppages, unless due notice be given at the time to the Master or Owner. Any question arising under this clause shall be referred to a Committee, consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree, the decision of an Umpire selected by them shall be final.

4. The Cargo to be trimmed by men appointed by the Charterers at the tariff rate of the Port.

5. Bunker Coals to be kept properly separated from Cargo to Charterers' satisfaction at the Steamer's expense and the quantity to be endorsed on the Bills of Lading. If any Cargo is carried in a hold communicating directly with the Stoke-holds, the doors to be securely fastened on the cargo side.

6. The Bills of Lading shall be prepared in accordance with the Dock or Railway weight in the form endorsed on this Charter, and shall be signed by the Master, Agent, or Owner, weight and number of pieces unknown, and not responsible for breakage, freight and all conditions as per this Charter, such Bills of Lading to be signed at the Charterers' or Shippers' Office, within twenty-four hours after the Steamer is loaded.

7. The Act of God, King's enemies, Restraints of Princes and Rulers, and Perils of the Sea excepted. Also Fire, Barratry of the Master and Crew, Pirates, Collisions, Strandings and Accidents of Navigation, or latent defects in, or accidents to, Hull and or Machinery, and or Boilers, always excepted, even when occasioned by the negligence default, or error in judgment of the Pilot, Master, Mariners, or other persons employed by the Shipowner, or for whose acts he is responsible, not resulting, however, in any case for want of due diligence by the Owner of the Ship, or by the Ship's Husband or Manager. Charterers not answerable for any negligence, default, or error in judgment of Trimmers or Stevedores employed in loading or discharging the Cargo. The Steamer has liberty to call at any ports in any order, to sail without Pilots, to tow and assist vessels in distress, and to deviate for the purpose of saving life or property.

8. The Cargo to be taken from alongside by Consignee at port of discharge, free of expense and risk to the Steamer, at the average rate of.....tons per day, weather permitting, Sundays and holidays excepted, provided Steamer can deliver it at this rate; if longer detained, Consignee to pay Steamer demurrage at the rate of fourpence per net register ton per running day (or *pro rata* for part thereof). Time to commence when Steamer is ready to unload and written notice given, whether in berth or not. In cases of strikes, lock-outs, civil commotions, or any other causes or accidents beyond the control of the Consignee

which prevents or delays the discharging, such time is not to count, unless the Steamer is already on demurrage. Consignee to effect the discharge of the Cargo, Steamer paying.....per ton of 20 cwts., or 1,015 kilos., and providing only steam, steam winches, winchmen, gins and falls. Steamer to load and discharge by night as well as by day, if required, but all expenses connected with night work to be paid by the Charterers.

9. The FREIGHT to be paid.....if required by the Owner, on signing Bills of Lading (Ship lost or not lost), in cash, less..... per cent for Insurance and Interest (the Owner or his Agent giving Charterers or Shippers written notice before the Steamer commences loading, if any advance freight is required), and the remainder on the right delivery of the Cargo, in sufficient Cash for Steamer's ordinary disbursements at current exchange, and the balance (unless otherwise arranged between the owners and Charterers) by a good and approved Bill on London at three Months' date, or in Cash equal thereto at Captain's option. The Receiver of the Cargo to be bound to pay freight on account during delivery, if required by the Captain. The Charterers' account at port of loading to be paid when rendered, otherwise the Charterers may deduct it on settlement of freight at port of destination (together with a charge of three per cent to cover all charges, including Insurance and Interest).

10. The Steamer to be free of address at Port of Discharge, but to pay the usual Commission of Two per cent on the amount of Freight on signing Bills of Lading.

11. In case of Average, the same to be settled according to the York-Antwerp Rules, 1890, and as if the vessel were British. Should the vessel put into any Port or Ports leaky or with damage, the Captain or Owner shall without delay inform the Charterers thereof.

12. Loading hours not to commence before 9 a.m. on..... and if Steamer be not ready in loading Dock as ordered before 9 a.m. on..... .....or if any wilful misrepresentation be made respecting the size, position or state of the Steamer, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given.

13. The liability of.....shall cease as soon as the Cargo is shipped, and the advance of Freight, Dead Freight, and Demurrage in Loading (if any) are paid, the Owner having a lien on the Cargo for Freight, Demurrage, and Average.

14. Penalty for non-performance of this Agreement, proved damages not exceeding the estimated amount of Freight.

15. The Brokerage of Five per cent is due to..... on the Cargo being loaded.

PATENT FUEL FREIGHTS IN 1907.

ON STEAMERS CHARTERED FROM CARDIFF, NEWPORT, AND PORT TALBOT.

ARCTIC, BALTIC, AND NORTH SEA, PORTS NORTH OF HAMBURG.

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Cronstadt	..	..	..	7/–	..	..	..	..	8/9	7/–	..	..
COASTING LIMITS, HAMBURG TO BREST, INCLUSIVE.												
Rouen	..	..	..	..	..	8/6	..	..	..	..	..	..
Brest	..	..	..	5/3	..	5/7½	..	..	..	..	..	..
NORTH SPANISH AND PORTUGUESE LIMITS.												
Vigo	..	6/–	..	..	..	..	..	..	..	..	6/9	..
Lisbon	..	..	..	6/6	..	..	..	6/6	..	..	..	..
NEAR MEDITERRANEAN LIMITS.												
Valencia	..	..	..	..	8/9	..	9/1½	8/–	..	..	..	6/9 7/–
Vinaroz	..	..	..	..	..	..	..	..	..	..	..	7/9
Tarragona	..	..	..	..	..	..	..	..	..	..	..	7/9
Marseilles	..	..	..	..	..	..	..	..	..	..	..	9 fcs.
Savona	..	..	..	8/9	..	9/–	..	..	7/6	..	..	..
Genoa	..	..	..	8/9	..	9/–	..	..	..	..	..	..
Spezzia	..	..	..	8/9	..	9/–	..	..	..	..	..	..
Leghorn	..	..	..	8/9	..	..	..	..	..	..	..	..
Cagliari	..	..	..	..	..	..	..	..	..	9/9	..	..
Palermo	..	..	..	..	..	..	8/6	..	..	..	..	..
Messina	..	..	..	..	..	..	8/6	..	..	..	..	..
Catania	..	..	..	..	8/9	..	8/4½	..	..	..	..	..

Licata ..	..	..	..	..	9/9	..	..	..	..	..	..	..	
Porto Empedocle	..	..	..	..	9/6	..		..	..	..	..	..	
Malta ..	..	..	..	..	6/3	..	..	..	..	..	..	..	
Trieste ..	..	8/6	..	..	..	..	..	..	..	..	..	..	
Pola ..	9/–	..	..	..	..	..	..	..	..	..	..	..	

UPPER MEDITERRANEAN LIMITS.

Beyrout ..	8/3 8/6	..	9/–	..	9/6	..	..	8/3	..	..	..	..

NORTH AFRICA, &c. (MED.) LIMITS, ALEXANDRIA TO CEUTA.

Alexandria ..	..	..	..	8/6	..	..	..	..	..	..	..	..
Sfax ..	..	..	..	..	11 fcs.	..	..	..	11 fcs.	..	12 fcs.	..
Tunis ..	..	..	..	11 fcs.	..	..	..	10.75 fs.	12 fcs.	12 fcs. / 12.50 f	..	10.25 fs.
Bizerta ..	..	9.25 fcs.	..	..	..	..	..	..	..	..	..	..
Bona ..	..	8.50 fcs.	9 fcs.	..	..	..	9.75 fcs.	..	..	..	..	..
Philipville ..	..	..	..	10.75 fs.	..	..	..	..	10.50 fs.	..	..	9.50 fcs.
Algiers ..	7.50 fcs.	7.75 fcs.	8.50 fcs.	8.75 f. / 9.50 fs	..	9 fcs.	9 fcs.	..	..	..	9 fcs.	8.50 fcs.
Oran ..	..	..	..	9 fcs. / 8.87½	9.25 fs / 9.50 fs	..	..	..	9.75 fcs.	..	..	8.50 fcs.

WEST AFRICA, CEUTA TO CAPETOWN.

Dakar ..	8/–	7/9	7/9	..	..	10/1½	10/3	11/–	..	9/9	8/–	..
Walfisch Bay ..	..	..	..	..	..	..	..	..	..	15/–	..	..

EAST AFRICA, CAPETOWN TO SUEZ.

Simonstown ..	13/6	..	..	..	14/–	..	..	..	..	..	..	..

PATENT FUEL FREIGHTS IN 1907.

ON STEAMERS CHARTERED FROM CARDIFF, NEWPORT, AND PORT TALBOT.

RED SEA, PERSIAN GULF, INDIAN, &c. LIMITS TO SINGAPORE.

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Bombay ..	..	..	11/–	..	..	..	..	..	..	..	..	..
Singapore ..	..	..	..	12/6	..	..	..	..	..	..	..	..
NORTH AND SOUTH AMERICA, PACIFIC PORTS LIMITS.												
Pisagua ..	..	..	..	23/–	..	..	..	..	..	..	..	..
Coronel ..	..	..	..	23/–	..	..	..	..	..	..	..	..
Valparaiso ..	..	..	..	..	22/6	..	..	..	..	..	..	..
NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.												
River Plate ..	..	..	..	..	..	16/–	..	..	..	..	..	.
Rio Grande do Sul	..	..	..	..	23/6	..	..	..	..	..	..	..
Rio de Janeiro ..	..	14/9	..	17/–	15/7½ 17/–	15/–	16/–	..	18/6	15/– 17/–	12/–	10/6
Port Limon ..	..	..	..	..	..	..	..	..	..	11/6	10/6	..
Vera Cruz ..	..	..	..	..	..	8/3	..	8/6 9/9	8/9	8/6	8/–	..

PATENT FUEL FREIGHTS IN 1907.

ON STEAMERS CHARTERED FROM SWANSEA, NEATH, AND LLANELLY.

ARCTIC, BALTIC AND NORTH SEA, PORTS NORTH OF HAMBURG.

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct	Nov	Dec.
Cronstadt	..	..	..	..	..	..	7/3	..	7/9	..	..	..
COASTING LIMITS, HAMBURG TO BREST.												
Dieppe	..	..	..	5/–	5/3	..	5/9	..	..	..	..	5/–
Havre	..	..	..	5/3	..	..	..	..	..	..	..	..
Rouen	..	..	..	..	..	..	..	6/3	..	..	..	..
Caen	..	..	5/9	..	..	..	..	..	..	..	..	..
Cherbourg ..	..	..	..	6/3	..	..	..	..	7/–	..	..	5/6, 6/–
St. Malo ..	..	5/9	5/9	..	..	5/9	5/9	..	..	..	..	..
St. Brieux ..	..	..	..	..	..	..	..	..	..	..	7/–	..
Brest	..	..	5/3	..	..	..	..	..	..	..	..	..
St. Nazaire ..	5 fcs.	..	..	..	..	..	..	..	..	..	6.75 fcs.	..
NORTH FRENCH LIMITS, BREST TO BAYONNE.												
Nantes	..	(5.75 fs (7.25 fs	..	..	..	7.25 fcs.	7.50 fcs.	..	7 fcs.	7.75 fcs.	..	..
Sables	..	..	..	..	..	..	..	..	..	..	7 fcs.	6.87½ fs.
La Rochelle ..	..	..	..	5.90 fcs.	..	6.50 fcs.	..	..	(5.76 fs (6.12½ f	..	..	..
Charente ..	..	..	..	..	..	..	..	..	..	8 fcs.	..	6.50 fcs.
Bordeaux ..	5.62½ fs	..	..	..	..	..	..	..	6.25 fcs.	7.50 fcs.	(6.50 fs (6.75 fs	..
Arcachon ..	..	..	..	7.75 fcs.	7.25 fcs.	8.50 fcs.	..	..	..	..	..	7.50 fcs.
Bayonne ..	6.25 fcs.	6.25 fcs.	..	..	7.25 fcs.	7.50 fcs.	..	6.50 fcs.	..	..	..	..
NORTH SPANISH AND PORTUGUESE LIMITS.												
Passages ..	..	5/9	6/9	..	..	..	..	..	..	..	..	..

PATENT FUEL FREIGHTS IN 1907.

ON STEAMERS CHARTERED FROM SWANSEA, NEATH, AND LLANELLY.

NEAR MEDITERRANEAN LIMITS.

Port of Destination.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Almeria ..	..	..	..	..	8/3	..	..	..	..	8/9, 9/–	..	7/3
Alicante ..	7/–	..	..	..	..	..	..	..	..	..	..	..
Valencia ..	6/6	..	6/9	7/7½	8/9 9/6	..	8/4½	8/9	8/6	8/9	7/9	..
Barcelona ..	..	8/3	8/9	.	10/–	..	9/–	..	9/6,10/-	..	..	..
Marseilles ..	..	(8.75 fs (9.70 fs	..	.	..	9.75 fcs.	9.50 fcs.	..	..	..	9fcs.	8fcs.
Toulon ..	..	..	..	..	9/3	..	..	..	..	..	8/3	..
Nice	..	..	..	9/9	..	..	..	..	8/3	..	9/9	..
Savona ..	8/7½	..	9/3	9/3	..	..		7/6	9/3	..	..	..
Genoa	8/7½	..	..	9/3	..	8/6	..	7/6	9/3	..	..	..
Leghorn ..	8/7½	8/4½	..	..	9/6	..	..	..	..	..	..	..
Civita Vecchia ..	..	..	..	9/3	9/– 9/3	..	8/3	7/9	..	9/10½	..	..
Naples	..	..	8/6	..	..	..	8/6	7/6	..	..	..	7/6
Torre Annunziata	8/–	..	..	..	..	8/9	..	..	..	..	..	..
Cagliari ..	..	7/6	..	..	..	..	8/6, 9/–	..	..	..	8/6	..
Palermo ..	..	..	..	..	..	..	..	..	..	..	..	8/–
Messina ..	..	..	..	..	..	9/–	..	..	..	..	..	8/9
Catania ..	7/6	..	..	8/3	8/6	..	7/9	7/– 7/6	..	9/– 9/3	..	7/9
Sicily	..	..	..	..	..	9/–	..	..	..	..	..	..
Taranto ..	..	..	..	..	..	..	..	7/7½	..	..	..	..
Porto Empedocle	8/9	..	..	..	..	..	..	..	..	..	..	..
Bari	..	8/9 9/9	..	..	9/9	9/6	8/6	..	..	..	9/3 9/9	..
Barletta ..	..	9/9	..	10/–	..	9/6	..	..	..	..	9/9	..

Guilianova	..	..	..	..	10/9	..	..	..	..	..	..	..	..
Ortona	..	..	..	..	11/6	..	..	..	..	..	..	..	..
Ancona	..	9/–	9/6	9/9	9/9	9/9	..	..	..	..	..	9/9	..
Venice	..	8/9	9/6	9/9	9/9	9/3	9/9	8/6 9/6	7/9	..	10/3 11/3	9/9 10/-	8/9
Trieste	..	8/38/4½	8/9	..	..	..	..	..	7/6	..	9/9 10/9	9/–	..
Patras	..	..	..	..	..	..	..	8/6	..	..	..	..	..
Kalamata	..	..	..	..	..	..	..	..	8/–	8/3	..	..	..
UPPER MEDITERRANEAN LIMITS.													
Piræus	..	..	..	..	7/9	..	..	..	..	8/3	..	..	8/–
Ergasteria	..	..	..	..	..	..	..	..	..	..	10/3	..	..
Volo	..	..	..	..	..	..	..	..	8/–	..	..	..	..
Danube	..	..	..	..	..	..	..	..	..	..	..	11/3	..
Beyrout	..	..	9/7½	..	..	..	..	9/6	8/6	..	..	9/9	8/9
Mersyne	..	..	..	..	9/3	..	..	..	..	10/3	..	..	..
Jaffa	..	..	..	..	..	..	..	..	..	..	..	..	10/3
NORTH AFRICAN (MED.) LIMITS, ALEXANDRA TO CEUTA.													
Alexandria	..	7/3	..	..	..	8/9	..	..	7/6	..	9/–	8/6	8/6
Sfax	..	9.25 fcs.	..	..	11fcs.	..	..	..	..	..	..	..	..
Tunis	..	..	..	..	11fcs.	..	..	..	10.75 f 11.25 f	12.50 fs.	12fcs.	..	10.12½ f
Sousse	..	..	..	..	11 fcs.	..	..	..	..	..	12.50 fs.	12.26 fs.	..
Bizerta	..	..	..	..	..	..	..	10.50 fs.	..	..	12.15 fs.	..	10.25 f.
Bona	..	..	8 fcs.	..	11fcs. 11.25 f	..	..	11.25 fs.	10.25 fs.	10.50 fs.	12 fcs.	..	10 fcs.
Phillipville	..	..	..	..	..	..	11.50 fs.	..	..	..	..	11.50 fs.	..
Bougie	..	..	..	..	..	..	..	11fcs. 11.25 f	..	11 fcs.	..	..	..
Algiers	..	8.50 fcs.	..	..	..	9.50 fcs.	..	9.25 fcs.	..	10 fcs.	..	8.75 fcs.	..
Arzew	..	..	8 fcs.	..	..	9.50 fcs.	..	..	..	..	9.50 fcs.	..	8.50 fcs.
Oran	..	..	8 fcs.	..	8.25 fcs.	9.25 fcs. 9.50 fcs.	..	10 fcs.	..	10 fcs. 10.25 f	..	..	..

EXPORTS OF PATENT FUEL FROM SOUTH WALES AND MONMOUTHSHIRE PORTS FOR THE YEAR 1907, SHOWING EACH COUNTRY OF DESTINATION.

Country of Destination.	Cardiff.	Newport.	Port Talbot.	Swansea.	Totals.
	Tons	Tons	Tons	Tons	Tons
Russia, Northern Ports ..	7,487	..	..	11,498	18,985
Norway	300	..	..	..	300
Denmark (including Faroe Islands)	..	..	..	992	992
German West Africa	..	..	..	2,447	2,447
France	8,950	..	776	187,779	197,505
Algeria	35,466	33,783	22,023	81,527	172,799
French West Africa	26,912	..	625	..	27,537
Bourbon	359	..	..	..	359
Portugal	5,530	100	..	..	5,630
Azores	100	..	..	..	100
Madeira	250	..	..	..	250
Spain	22,427	..	..	84,772	107,199
Canary Islands	356	..	..	..	356
Italy	21,515	24,461	1,500	151,687	199,163
Austria-Hungary	64,568	..	..	56,185	120,753
Greece	6,233	1,614	..	19,620	27,467
Bulgaria	5	..	..	..	5
Roumania	6,704	..	..	402	7,106
Turkey, European	200	..	..	..	200
,, Asiasic	17,330	..	..	17,755	35,085
Egypt	4,814	296	..	19,931	25,041
Tunis	5,454	2,255	2,609	20,765	31,083
Morocco	..	..	300	..	300
Abyssinia	4,112	..	..	..	4,112
Cuba	999	..	..	..	999
United States of America Ports on the Atlantic ..	..	..	..	160	160
Porto Rico	..	..	..	1,002	1,002
Mexico	75,773	62,317	14,418	..	152,508

EXPORTS OF PATENT FUEL FROM SOUTH WALES AND MONMOUTHSHIRE PORTS FOR THE YEAR 1907, SHOWING EACH COUNTRY OF DESTINATION.

Country of Destination.	Cardiff.	Newport.	Port Talbot.	Swansea.	Totals.
	Tons	Tons	Tons	Tons	Tons
Costa Rica	16,370	..	4,595	..	20,965
Venezuela	11,239	1,669	2,182	..	15,090
Peru	4,691	..	..	..	4,691
Chili	50,508	2,989	29,037	..	82,534
Brazil	54,846	..	43,661	27,093	125,600
Argentine Republic	10,230	..	100	3,180	13,510
Malta and Gozo	5,464	..	..	..	5,464
Channel Islands	..	..	..	176	176
Gambia	550	..	..	..	550
The Gold Coast	9,152	3,965	5,257	1,966	20,340
Nigerian Protectorates ..	..	..	1,165	..	1,165
Ascension	695	..	..	..	695
St. Helena	200	..	..	..	200
Cape of Good Hope	2,795	..	..	..	2,795
Zanzibar and Pemba	2,555	..	..	..	2,555
East African Protectorate (British)	1,190	..	..	..	1,190
Mauritius and Dependencies ..	495	..	..	..	495
Seychelles Islands	1,301	..	..	..	1,301
Bombay (including Karachi) ..	2,002	..	..	..	2,002
Madras	2,517	..	..	..	2,517
Straits Settlements & Dependencies	3,421	..	..	..	3,421
Hong Kong	4,002	..	..	..	4,002
Canada (Ports on the Pacific) ..	2,103	..	..	..	2,103
British West India Islands ..	13,932	..	1,314	..	15,246
British Guiana	2,026	..	..	..	2,026
Total ..	518,128	133,449	129,562	688,937	1,470,076

PATENT FUEL EXPORTS.

Table showing the Exports of Patent Fuel from each South Wales and Monmouthshire Port to each Foreign Port in 1907, the Foreign Ports being grouped in geographical divisions.

The figures given in these tables are taken from Browne's Export List.

ARCTIC, BALTIC AND NORTH SEA, PORTS NORTH OF HAMBURG.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Bosmo ..	..	..	..	..	..	..	..	1,699
Horten ..	300	..	..	..	..	..	300	..
Christiania ..	..	..	..	..	..	..	..	200
St. Petersburg ..	..	..	..	..	2,356	..	2,356	550
Cronstadt ..	7,487	..	..	..	9,142	..	16,629	12,146
Libau ..	..	..	..	..	..	..	..	5,725
Total ..	7,787	..	..	..	11,498	..	19,285	20,320

COASTING LIMITS, HAMBURG TO BREST.

Amsterdam ..	..	..	..	..	..	..	..	243
Boulogne ..	..	..	..	..	..	..	..	1,530
Treport ..	..	..	..	..	61	..	61	..
Dieppe ..	..	..	..	..	8,223	..	8,223	1,804
Havre ..	..	..	..	..	200	..	200	2,987
Rouen ..	956	..	..	..	6,114	..	7,070	12,930
Honfleur ..	..	..	..	..	..	..	..	572

Caen	..	..	..	..	200	..	200	650
Isigny	..	..	..	..	..	..	..	95
Cherbourg	..	..	..	..	3,858	..	3,858	3,298
Guernsey	..	..	..	..	56	..	56	..
Jersey	..	..	..	..	120	..	120	..
St. Malo	..	..	..	..	2,010	..	2,010	1,450
St. Brieux	..	..	..	..	4,321	..	4,321	3,862
Paimpol	..	23	..	..	140	..	163	281
Lezardrieux	..	..	..	..	345	..	345	150
Pontrieux	..	..	..	..	51	..	51	121
Treguier	..	..	..	..	717	..	717	652
Morlaix	..	..	..	..	1,178	..	1,178	1,403
Roscoff	..	..	..	..	..	..	..	215
Brest	..	2,625	..	716	600	..	3,941	2,277
Total	..	3,604	..	716	28,194	..	32,514	34,520

NORTH FRENCH LIMITS, BREST TO BAYONNE.

Audierne	..	..	..	..	..	..	..	60
Quimper	..	..	..	..	15	..	15	80
Concarneau	..	..	..	..	45	..	45	..
L'Orient	..	..	..	..	376	..	376	1,168
Vannes	..	..	..	..	579	..	579	595
Port Navalo	..	..	..	..	..	..	..	100
Redon	..	..	..	..	270	..	270	512
Le Palais	..	..	..	..	222	..	222	..
Belle Ile	..	..	..	..	225	..	225	160
St. Nazaire	..	..	..	..	4,739	..	4,739	6,908
Nantes	..	..	..	..	19,392	..	19,392	15,567
Mortagne	..	..	..	..	11,477	..	11,477	10,684

NORTH FRENCH LIMITS, BREST TO BAYONNE.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Paimboeuf ..	..	..	..	..	40	..	40	..
Pornic ..	..	..	10	..	..	..	10	..
Ile de Yeu ..	..	..	..	..	400	..	400	275
Sables de Olennes	..	..	..	..	990	..	990	800
Aiguillon ..	..	..	..	..	..	..	..	172
St. Martin de Ré	..	..	..	..	375	..	375	523
La Rochelle ..	..	..	..	..	22,702	..	22,702	21,446
La Pallice ..	..	..	..	..	..	..	..	170
Ile d'Oleron ..	..	..	..	..	158	..	158	..
Chateau d'Oleron	..	..	..	..	324	..	324	434
Rochefort ..	..	..	..	..	19	..	19	200
Tonnay Charente	..	..	..	..	4,973	..	4,973	..
La Tremblade ..	..	..	..	..	341	..	341	..
Royan ..	..	..	..	..	180	..	180	175
Charente ..	..	..	..	..	15,179	..	15,179	25,008
Blayé ..	..	..	..	..	248	..	248	218
Bordeaux ..	277	..	..	..	21,769	..	22,046	5,579
Arcachon ..	150	..	..	..	10,920	..	11,070	16,795
Bayonne ..	514	..	..	..	5,270	..	5,784	4,191
Total ..	941	..	10	..	121,228	..	122,179	111,820

NORTH SPANISH AND PORTUGUESE LIMITS.

Passages ..	150	..	..	..	2,597	..	2,747	4,445
Bilboa ..	..	..	..	..	..	..	..	454
Segunto ..	1,307	..	..	..	1,900	..	3,207	1,614

Marin ..	455	..	..	..	..	..	455	270
Vigo ..	3,988	..	..	..	..	..	3,988	8,466
St. Martinho ..	..	..	..	..	..	..	..	206
Oporto ..	486	100	..	..	..	..	586	..
Lisbon ..	5,044	..	..	..	..	..	5,044	3,934
Huelva ..	..	..	..	..	2,930	..	2,930	..
Seville ..	..	..	..	..	..	..	..	115
Total ..	11,430	100	..	..	7,427	..	18,957	19,504
		NEAR MEDITERRANEAN LIMITS.						
Marbella ..	..	..	..	..	..	..	..	792
Almeria ..	..	..	..	..	14,767	..	14,767	13,681
Garrucha ..	518	..	..	..	..	..	518	..
Agua Amarga ..	1,074	..	..	..	..	..	1,074	450
San Felui de Guixoles ..	..	..	..	..	628	..	628	1,144
Carthagena ..	..	..	..	..	..	..	..	6,025
Alicante ..	..	..	..	..	230	..	230	6,690
Denia ..	..	..	..	..	200	..	200	..
Gandia ..	1,207	..	..	..	132	..	1,339	1,564
Valencia ..	7,767	..	..	..	33,807	..	41,574	29,517
Castellon ..	..	..	..	..	1,087	..	1,087	..
Tarragona ..	228	..	..	..	15,135	..	15,363	157
Barcelona ..	3,397	..	..	..	10,636	..	14,033	42,392
Palamos ..	..	..	..	..	..	..	..	54
Marseilles ..	2,900	..	..	..	26,772	..	29,672	3,450
Toulon ..	..	..	..	..	4,311	..	4,311	..
Nice ..	..	..	..	..	5,352	..	5,352	6,912
Savona ..	5,905	..	..	..	10,274	..	16,179	54,456
Genoa and Savona	..	..	..	..	..	..	..	19,364
Genoa ..	4,782	6,822	..	..	15,144	..	26,748	30,307

NEAR MEDITERRANEAN LIMITS.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
							1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Spezzia ..	..	5,008	..	..	5,636	..	10,644	6,998
Leghorn ..	..	..	..	..	4,159	..	4,159	5,672
Civita Vecchia ..	..	..	..	..	11,220	..	11,220	7,885
Naples ..	121	..	..	..	6,361	..	6,482	3,959
Torre Annunziata	..	..	..	..	501	..	501	450
Bastia ..	..	..	..	..	..	..	..	550
Cagliari ..	3,450	..	1,200	..	5,796	..	10,446	15,893
Carloforte ..	..	..	300	..	..	..	300	200
Palermo ..	..	2,001	..	..	1,203	..	3,204	2,154
Messina ..	2,427	3,256	..	..	1,931	..	7,614	4,926
Kalamata ..	..	..	..	..	1,300	..	1,300	3,401
Francaville ..	..	..	..	..	..	..	..	1,400
Catania ..	631	5,277	..	..	12,917	..	18,825	19,466
Syracuse ..	..	2,097	..	..	..	..	2,097	321
Licata ..	1,496	..	..	..	450	..	1,946	1,802
Porto Empedocle	2,552	..	..	..	201	..	2,753	3,854
Malta ..	5,464	..	..	..	..	..	5,464	9,849
Taranto ..	..	..	..	..	551	..	551	750
Brindisi ..	..	..	..	..	..	..	..	7,970
Bari ..	150	..	..	..	8,145	..	8,295	4,221
Barletta ..	..	..	..	..	3,360	..	3,360	5,049
Guilianover ..	..	..	..	..	1,751	..	1,751	4,880
Ortona ..	..	..	..	..	2,900	..	2,900	..
Ancona ..	..	..	..	..	8,318	..	8,318	7,618
Venice ..	..	..	..	..	55,240	..	55,240	59,254
Trieste ..	..	..	..	..	52,998	..	52,998	1,208

Pola ..	44,368	..	..	..	..	..	44,368	50,768
Fiume ..	10	..	..	..	200	..	210	..
Teodo ..	15,222	..	..	..	..	..	15,222	12,364
Sebenico ..	4,967	..	..	..	..	..	4,967	9,631
Total ..	108,636	24,461	1,500	..	323,613	..	458,210	469,448

UPPER MEDITERRANEAN LIMITS.

Patras ..	..	..	..	..	2,764	..	2,764	3,400
Krioneri ..	..	..	..	..	..	..	..	1,000
Piræus ..	5,220	1,614	..	..	7,696	..	14,530	16,726
Ergasteria ..	..	..	..	..	3,000	..	3,000	5,900
Suda Bay ..	200	..	..	..	..	..	200	..
Syra ..	912	..	..	..	..	..	912	..
Volo ..	101	..	..	..	1,868	..	1,969	4,583
Varna ..	5	..	..	..	..	..	5	..
Kustendje ..	1,498	..	..	..	..	..	1,498	..
Sulina ..	3,038	..	..	..	..	..	3,038	..
Galatz ..	2,054	..	..	..	..	..	2,054	..
Galatz and Ibraila	..	..	..	..	..	..	..	600
Ibraila ..	93	..	..	..	402	..	495	..
Smyrna ..	1,668	..	..	..	..	..	1,668	..
Beyrout ..	15,672	..	..	..	10,031	..	25,703	26,285
Haiffa ..	..	..	..	..	..	..	..	2,161
Jaffa ..	..	..	..	..	..	..	..	2,280
Mersyne ..	..	..	..	..	7,724	..	7,724	2,353
Port Said ..	2,505	..	..	..	700	..	3,205	2,998
Total ..	32,966	1,614	..	..	34,185	..	68,765	68,286

NORTH AFRICAN (MEDITERRANEAN) LIMITS, ALEXANDRIA TO CEUTA.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
							1907.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Alexandria ..	1,789	..	..	..	19,231	..	21,020	13,775
Sfax ..	..	4,006	2,609	..	1,277	..	7,892	3,220
Tunis ..	5,486	..	..	..	10,556	..	16,042	10,863
Sousse ..	..	..	..	..	901	..	901	420
Bizerta ..	500	..	..	..	7,281	..	7,781	7,796
Tabarka ..	..	..	..	..	..	..	..	400
Bona ..	6,456	..	..	..	10,068	..	16,524	15,334
Phillipville ..	6,147	4,821	5,568	..	4,066	..	20,602	18,315
Bougie ..	..	..	1,581	..	5,615	..	7,196	6,257
Algiers & Phillipville	..	..	..	..	..	..	..	2,689
Algiers ..	14,427	17,681	12,856	..	20,896	..	65,860	69,101
Arzew ..	..	..	..	..	10,735	..	10,735	14,209
Oran ..	7,152	9,530	4,468	..	20,868	..	42,018	28,841
Benisaf ..	..	..	..	..	2,640	..	2,640	1,885
Total ..	41,957	36,038	27,082	..	114,134	..	219,211	193,105

WEST AFRICAN LIMITS, CEUTA TO CAPETOWN.

Fayal ..	100	..	..	..	..	..	100	..
Madeira ..	250	..	..	..	..	..	250	175
Las Palmas ..	356	..	..	..	..	..	356	..
St. Vincent ..	..	..	..	..	..	..	..	1,840
Goree ..	..	..	..	..	..	..	..	156
Senegal ..	..	..	..	..	..	..	..	1,500
Dakar ..	26,719	..	..	..	..	..	26,719	24,705

Bathurst ..	550	..	..	..	..	..	550	..
Sierra Leone ..	..	..	782	..	..	..	782	..
Port Bonthe ..	..	..	..	..	..	..	..	1,050
Lagos ..	..	..	..	..	..	..	..	500
Palma ..	1,686	..	..	..	..	..	1,686	3,525
Grand Bassam ..	100	..	..	..	..	..	100	..
Assinie ..	92	..	..	..	..	..	92	..
Sekondi ..	7,637	2,876	..	..	983	..	11,496	6,007
Axim ..	1,515	1,089	..	..	983	..	3,587	4,459
Axim & Sekondi ..	..	..	..	..	..	..	..	3,392
West Coast of Africa	..	..	6,265	..	..	..	6,265	6,852
Ascension ..	695	..	..	..	..	..	695	1,942
St. Helena ..	200	..	..	..	.	..	200	1,117
Walfisch Bay ..	806	..	..	..	..	..	806	..
Total ..	40,706	3,965	7,047	..	1,966	..	53,684	57,220

EAST AFRICAN LIMITS.

Simonstown ..	1,989	..	..	..	..	..	1,989	2,542
Mauritius ..	495	..	..	..	..	..	495	1,011
Reunion ..	359	..	..	..	..	..	359	..
Zanzibar ..	4,056	..	..	..	..	..	4,056	2,201
Port Killindini ..	1,190	..	..	..	..	..	1,190	1,299
Seychelles ..	1,301	..	..	..	..	..	1,301	..
Mahe ..	..	..	..	..	..	..	..	3,010
Djibouti ..	..	..	..	..	..	..	..	1,200
Massowah ..	4,112	..	..	..	..	..	4,112	1,800
Port Soudan ..	..	296	..	..	..	..	296	300
Total ..	13,502	296	..	..	..	..	13,798	13,363

RED SEA, PERSIAN GULF, INDIAN, &c., LIMITS.

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly,	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Suakim ..	1,720	..	..	..	..	..	1,720	..
Bombay ..	2,002	..	..	..	..	..	2,002	1,024
Tellicherry ..	..	..	..	..	..	..	..	2,500
Calicut ..	2,517	..	..	..	..	..	2,517	..
Singapore ..	3,421	..	..	..	..	..	3,421	5,000
Total ..	9,660	..	..	..	..	..	9,660	8,524
FAR EAST LIMITS, EAST OF SINGAPORE.								
Hong-kong ..	4,002	..	..	..	..	..	4,002	10,663
Total ..	4,002	..	..	..	..	..	4,002	10,663
AUSTRALASIAN AND PACIFIC ISLANDS LIMITS.								
Lorne ..	..	..	..	..	1,015	..	1,015	..
Total ..	..	..	..	..	1,015	..	1,015	..
NORTH AND SOUTH AMERICA, PACIFIC PORTS LIMITS.								
Esquimault ..	2,103	..	..	..	..	..	2,103	..
Sulina Cruz ..	..	..	..	..	..	..	..	2,441
Punta Arenas ..	350	..	..	..	..	..	350	..
Iquitos ..	70	..	..	..	..	..	70	80
Mollendo ..	4,621	..	..	..	..	..	4,621	..
Pisagua ..	..	..	5,655	..	..	..	5,655	8,468
Iquique and Punta Arenas ..	..	..	..	..	..	..	..	39

Iquique ..	19,267	2,989	23,382	..	..	..	45,638	36,242
Coronel ..	348	..	..	..	..	..	348	250
Valparaiso ..	30,542	..	..	..	..	..	30,542	400
Casa Blanca ..	..	..	300	..	..	..	300	..
Total ..	57,301	2,989	29,337	..	..	..	89,627	47,920
	NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.							
Argentine ..	4,138	..	..	..	..	..	4,138	..
Buenos Ayres ..	11,565	..	100	..	..	..	11,665	9,122
Villa Constitucion	1,788	..	..	..	..	..	1,788	..
Puerto Militaire & Rosario ..	..	..	..	..	3,180	..	3,180	..
Rio Grande do Sul	12,392	..	208	..	27,643	..	40,243	24,979
Victoria ..	1,250	..	..	..	..	..	1,250	..
Rio de Janeiro ..	14,003	..	44,191	..	..	..	58,194	46,481
Bahia ..	..	..	..	..	..	..	..	403
Santa Catherina ..	..	..	900	..	..	..	900	..
Cabadello ..	4,750	..	..	..	..	..	4,750	2,350
Pernambuco ..	18,250	..	1,600	..	25	..	19,875	22,185
Maceio ..	4,000	..	..	..	..	..	4,000	2,350
Para ..	..	..	..	..	..	..	..	250
Puerto Cabello ..	6,386	..	..	..	..	..	6,386	3,793
Manaos ..	200	..	..	..	..	..	200	400
Paramaribo .	..	..	..	..	..	..	..	1,400
Demerara ..	2,406	..	..	..	..	..	2,406	2,350
Mazaruni .	20	..	..	..	..	..	20	..
La Guayra ..	4,607	1,669	1,700	..	..	..	7,976	4,150
Tucacas ..	165	..	..	..	..	..	165	275
Savanilla ..	..	..	..	..	..	..	..	1,675
Caranero ..	499	..	..	..	..	..	499	..
Santa Marta ..	..	..	..	..	..	..	..	1,324

NORTH AND SOUTH AMERICA, ATLANTIC PORTS LIMITS.—*Continued.*

Port to which Exported.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Port Limon ..	16,370	..	4,595	..	..	..	20,965	22,953
Trinidad ..	9,941	..	962	..	..	..	10,903	13,243
Port of Spain ..	1,400	..	..	..	..	..	1,400	..
Grenada ..	20	..	..	..	..	..	20	..
Venezuela ..	..	..	..	..	..	..	..	822
Guayanilla ..	..	..	..	..	..	..	..	2,743
Barbados ..	2,270	..	..	..	..	..	2,270	1,852
West Indies ..	..	..	..	..	..	..	..	750
St. Lucia ..	400	..	..	..	..	..	400	710
Martinique ..	..	..	..	..	..	..	..	662
San Juan ..	537	..	..	..	..	..	537	..
Porto Rico ..	..	..	..	..	1,002	..	1,002	3,366
Havana ..	999	..	..	..	..	..	999	5,000
Vera Cruz ..	75,231	62,317	14,418	..	..	..	151,966	124,726
Isla de Mujeres ..	542	..	..	..	..	..	542	..
Bermuda ..	..	..	..	..	..	..	..	1,949
New York ..	..	..	..	..	140	..	140	..
Total ..	194,129	63,986	68,674	..	31,990	..	358,779	202,263

PATENT FUEL EXPORTS, 1907.

SUMMARY OF TOTALS.

Geographical Division.	Cardiff.	Newport.	Port Talbot.	Neath.	Swansea.	Llanelly.	Total from S. Wales & Mon. Ports.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	1907. Tons.	1906. Tons.
Arctic, Baltic and North Sea ..	7,787	..	..	..	11,498	..	19,285	20,320
Coasting Limits	3,604	..	716	..	28,194	..	32,514	34,520
North French Limits ..	941	..	10	..	121,228	..	122,179	111,820
North Spanish and Portuguese Limits	11,430	100	..	..	7,427	..	18,957	19,504
Near Mediterranean Limits ..	108,636	24,461	1,500	..	323,613	..	458,210	469,448
Upper Mediterranean Limits ..	32,966	1,614	..	..	34,185	..	68,765	68,286
North African, etc., Limits ..	41,957	36,038	27,082	..	114,134	..	219,211	193,105
West African Limits.. ..	40,706	3,965	7,047	..	1,966	..	53,684	57,220
East African Limits	13,502	296	..	..	..	..	13,798	13,363
Red Sea, Persian Gulf, Indian, etc., Limits	9,660	..	..	..	..	..	9,660	8,524
Far East Limits	4,002	..	..	..	..	..	4,002	10,663
Australasian and Pacific Island Limits	..	..	..	..	1,015	..	1,015	..
N. and S. America, Pacific Ports Limits	57,301	2,989	29,337	..	..	..	89,627	47,290
N. and S. America, Atlantic Ports Limits	194,129	63,986	68,674	..	31,990	..	358,779	302,263
Total ..	526,621	133,449	134,366	..	675,250	..	1,469,686	1,356,956

PATENT FUEL EXPORTED FROM SOUTH WALES AND MONMOUTHSHIRE PORTS.

Custom House Returns.

Year.	Cardiff.	Newport.	Port Talbot.	Swansea.	Llanelly.	Total from South Wales and Mon.
	Tons.	Tons.	Tons.		Tons.	Tons.
1895	333,681	44,979	288,657		..	667,317
1896	322,704	33,297	253,128		..	609,129
1897	362,218	36,384	333,832		305	732,739
1898	237,067	53,489	403,016		..	693,572
1899	433,717	93,168	509,512		..	1,036,397
1900	418,794	75,961	503,535		..	998,290
1901	451,693	89,722	535,790		..	1,077,205
1902	389,068	69,596	588,475		14	1,047,153
1903	354,579	36,054	552,400		8	943,041
1904	478,288	50,938	116,651	583,049	..	1,228,926
1905	399,132	66,813	107,092	526,784	..	1,099,821
1906	504,855	119,139	137,109	606,455	..	1,367,558
1907	518,128	133,449	129,562	688,937	..	1,470,076

WAGONS.

WAGONS.

In South Wales and Monmouthshire every Colliery Owner provides Wagons for the conveyance of his coal. The Railway Companies convey these wagons over their lines, provided the wagons are constructed and maintained to their reasonable satisfaction.

The general law regulating the conditions under which traders' wagons are run on railways, is contained in Clauses 117 to 123 of the Railway Clauses Act, 1845, and reads as follows :—

Clause 117.—No carriage shall pass along or be upon the railway (except in directly crossing the same, as herein or by the Special Act authorised) unless such carriage be at all times, so long as it shall be used or shall remain on the railway, of the construction and in the condition which the regulations of the Company for the time being shall require; and if any dispute arise between the Company and the Owner of any such carriage as to the construction or condition thereof, in reference to the then existing regulations of the Company, such dispute shall be settled by arbitration.

Clause 118.—The regulations from time to time to be made by the Company respecting the carriages to be used on the railway shall be drawn up in writing, and be authenticated by the common seal of the Company, and shall be applicable alike to the carriages of the Company and to the carriages of other companies or persons using the railway; and a copy of such regulations shall on demand, be furnished by the Secretary of the Company to any person applying for the same.

Clause 119.—If any carriage, not being of such construction or in such condition as the regulations of the Company for the time being require, be made to pass or be upon any part of the railway (except as aforesaid), the Owner thereof, or any person

having for the time being the charge of such carriage, shall forfeit to the Company a sum not exceeding ten pounds for every such offence, and it shall be lawful for the Company to remove any such carriage from the railway.

Clause 120.—The respective Owners of carriages using the railway shall cause to be entered with the Secretary or other officer of the Company appointed for that purpose, the names and places of abode of the Owners of such carriages respectively, and the number, weights, and gauges of their respective carriages; and such Owners shall also, if so required by the Company, cause the same particulars to be painted in legible characters on some conspicuous part of the outside of every such carriage, so as to be always open to view; and every such Owner shall, whenever required by the Company, permit his carriage to be weighed, measured, or gauged, at the expense of the Company.

Clause 121.—If the Owner of any carriage fail to comply with the requisitions contained in the preceding enactment, it shall be lawful for the Company to refuse to allow such carriage to be brought upon the railway, or to remove the same therefrom until such compliance.

Clause 122.—If the loading of any carriage using the railway be such as to be liable to collision with other carriages properly loaded, or to be otherwise dangerous, or if the person having the care of any carriage or goods upon the railway, suffer the same or any part thereof to remain on the railway so as to obstruct the passage or working thereof, it shall be lawful for the Company to cause such carriage or goods to be unloaded and removed in any manner proper for preventing such collision or obstruction, and to detain such carriage or goods, or any part thereof, until the expenses occasioned by such unloading, removal, or detention, be paid.

WAGONS.

Clause 123.—The Company shall not be liable for any damage or loss occasioned by any such unloading, removal, or detention as aforesaid, except for damage wilfully or negligently done to any carriage or goods so unloaded, removed, or detained; nor shall they be liable for the safe custody of any such carriage or goods so detained, unless the same be wrongfully detained by them, and then only for so long a time as the same shall have been wrongfully detained.

For many years past the Railway Companies, through the agency of their Clearing House, have issued general Specifications for the construction of Private Owners' Wagons to apply to all the Railways. In 1903 one such Specification was issued for 10 and 12-ton Wagons (see p. 208 *South Wales Coal Annual* for 1903), and another Specification for 15-ton Wagons (see p. 252 *South Wales Coal Annual* for 1904). In 1905 a new general Specification, dated December, 1904, was issued, covering 8-, 10-, and 12-ton Wagons, the full text of which was given in the *South Wales Coal Annual* of 1905, p. 322.

Solid Buffer Wagons.

The Railway Companies have issued notices that "On and after the 1st day of January, 1914, no wagons will be allowed upon the Railways in Great Britain which are not fitted with spring buffers."

Railway Regulations for Private Owners' Wagons.

The Railway Companies, through the Railway Clearing House, have for some period been engaged in endeavouring to agree amongst themselves and with the Traders on general Regulations to be applicable to the whole kingdom, for the use of private-owned wagons. At time of going to press the negotiations are not finally closed, but the following Regulations have been issued to operate from July 1st, 1908:—

WAGONS.

REGULATIONS FOR THE USE AND WORKING OF PRIVATE OWNERS' WAGONS.

.....Railway.

Regulations as to Private Owners' Wagons.

The.....Railway Company hereby give notice that the working of Private Owners' Wagons on the Company's Railways is subject to the following Regulations :—

1.—The Owners of all new, reconstructed or converted vehicles intended to work upon the..... Railway must, before they are brought into use, communicate with .....Wagon Superintendent,..... .....so that he may have them inspected without unreasonable delay, and, if built, reconstructed or converted (as the case may be) in accordance with the Railway Clearing House Standard Specification, register plates, as described in the Specification, shall be forthwith affixed to each.

2.—The name and address of the Owner or Lessee, the wagon number, and the tare, shall be painted conspicuously on both sides of the wagon ; the maximum load must also be clearly indicated on both sides of the wagon.

When wagons are let on hire the Lessee will, for the purpose of these Regulations, be regarded as the Owner.

*Provided that when the hire is for a term of not less than three months, the name and address of the Lessee shall be painted or exhibited on a board or plate on both sides of the wagon, and that when the hire is for less than three months, the name and address of the Lessee shall either be so painted, or exhibited on a card (other than the wagon label), on both sides of the wagon.

* It has been agreed between the South Wales and Monmouthshire Coal Freighters' Association and the Railway Clearing House, that the third paragraph of Clause 2 shall be subject to any variation agreed upon between the South Wales Wagon Owners and the South Wales Railway Companies.

WAGONS.

3.—The Owners or Lessees, as the case may be, shall keep their wagons in good working condition, and have them properly lubricated and examined and put into good repair before being tendered to the Company for transit.

4.—The Company may remove the register plates from any wagon if wheels, axles, or any other materials of less dimensions or strength than those provided for by the Railway Clearing House Standard Specification are afterwards substituted in contravention of the conditions of the said Specification.

5.—If in transit any defect should be observed, which for the proper and safe working it is necessary to repair before the vehicles are allowed to proceed further, the Company may, with the consent of the Owners, make such repairs, and charge them with all expenses incurred in effecting the same.

The Owner's liability shall not be affected by any examination by the Railway Company's Examiners, which examination has relation only to the safe working of their own traffic.

6.—In pursuance of the rules made by the Board of Trade under the provisions of the Railway Employment (Prevention of Accidents) Act, 1900, when it is necessary in the ordinary course of business that any label or direction as to destination or consignee shall be placed upon any railway wagon, such label or direction must be placed on both sides of such wagon; and no Private Owner's Wagon will be accepted for conveyance on the Company's railway unless so labelled or directed on both sides.

All wagon Owners, representatives of wagon Companies and their repairers, when labelling defective wagons at railway stations and depots shall clearly set forth on the labels the station or siding from and to which the wagons are required to travel, and hand in a proper Consignment Note.

7.—When wagons, for the purpose of repair, are required to be shunted into and out of Railway Companies' sidings or into and

out of premises in the occupation of Private Wagon Repairers, a minimum charge of 6d. per wagon will be made for such services.

Siding rent will be chargeable to the Owner, or his agent, in respect of standing room for any wagon detained at a station or siding for repairs at the rate of 6d. per wagon per day exclusive of Sundays, and after the expiration of two clear days exclusive of the date of advice and of Sundays.

Siding rent to be calculated from the time the wagon is placed at the disposal of the Owner or Repairer, and to terminate when the wagon is labelled for dispatch after repair.

8.—Any authorised servant of the Company may detain any wagon which may appear to him unfit to run until it has been put into proper repair and passed by one of the Company's wagon examiners or inspectors.

9.—The Company will not be responsible for any damage to Private Owners' Wagons left unprotected in an imperfect state by the Owners, nor for any injury that may occur to wagon repairers, who will be required to execute an indemnity before they are allowed to work on the Company's premises.

10.—Private Owners' Wagons running over the Railway Company's lines must not, apart from a reasonable description of the contents of the wagon, be used for advertising purposes.

11.—*Nothing contained in these Regulations shall prejudice or affect any legal liability to each other of the actual Owners or Lessees of Wagons and the Railway Companies.*

WAGONS.

Charges for Siding Rent on Private-owned Coal Wagons Working for Hire.

In addition to the Wagons owned by the Colliery Companies, a number of private wagons are owned by firms who having no collieries themselves, let their wagons to colliery owners who from time to time from delayed tonnage or other circumstances find their own wagons insufficient. Up to the 1st March, 1905, the Railway Companies made no charge on such wagons other than the rates on the coal conveyed in them.

On the 13th February, 1905, the local Railway Companies given below issued the following circular, and since the 1st of March, 1905, the charges named therein have been imposed on such wagons :—

No. 1754.

NOTICE.

Empty Wagons standing on Sidings.

The Companies owning the undermentioned Docks hereby give notice that from and after the 1st day of March, 1905, the owners of all empty wagons awaiting hire, or not in traffic and standing on Railway or Dock Sidings will after the first three days (Sundays excepted), be charged siding rent at the following rates :—

For the next seven days, 2d. per wagon per day, and thereafter 3d. per wagon per day.

R. EVANS, *Barry Docks.*
J. HURMAN, *Cardiff Docks.*
J. MACAULAY, *Newport Docks.*
A. BEASLEY, *Penarth Docks.*

February 13th, 1905.

WAGONS.

Loading of Wagons above their Registered Capacity.

On the 12th April, 1905, the Taff Vale Railway Company issued the following circular :—

No. 1 756. TAFF VALE RAILWAY.

Loading of Wagons.

It has been the practice hitherto to refuse to allow wagons to travel which are loaded beyond the capacity marked upon them. After careful examination it is found that wagons built to the specification of 1889, and properly maintained, are capable of carrying loads in excess of the registered capacity, and the following modifications will apply to such wagons carrying local coal and coke traffic upon this Railway, or consigned to but not beyond the Barry, Brecon and Merthyr, Rhymney, and Rhondda and Swansea Bay Railways, viz. :—

All wagons built according to the specification of 1889 to carry 10 tons may, if in good condition, be accepted with *local traffic, or when consigned as above*, so long as the load does not exceed 11 tons.

The wagons built to the 1889 specification may be distinguished from others by a plate as hereunder :—



Other 10 ton wagons used for the conveyance of coal and coke upon this railway or consigned as above, may, if in good condition, be accepted so long as the load does not exceed 10 tons 5 cwt.

A. BEASLEY,
General Manager.

CARDIFF,
12*th April*, 1905.

Subsequent to the issue of the above, the South Wales and Monmouthshire Coal Freighters' Association approached the other local Railway Companies ; and the Alexandra (Newport and South Wales) Dock and Railway Co., and the Port Talbot Railway and Docks Co. have agreed to adopt the same course.

WAGONS.

Charges for Hire of Coal Wagons.

Under the Railway Rates and Charges Acts, Railway Companies cannot be required to provide wagons for the conveyance of coal. If the Railways do provide wagons, they may charge the following rates in addition to the conveyance rates :—

For distances not exceeding						20	miles	.. ..	4½d.	per ton.
,,	,,	exceeding	20,	but	not	exceeding	50	miles,	6d.	,, ,,
,,	,,	,,	50	,,	,,	75	,,		9d.	,, ,,
,,	,,	,,	75	,,	,,	150	,,		1s.	,, ,,
,,	,,	,,	150	miles		..	..		1s. 3d.	,, ,,

The South Wales and Monmouthshire Colliery Owners practically never use Railway Companies' Wagons, and in case they are temporarily short of their own wagons, hire from other Colliery Companies, or from other private firms owning wagons. The standard rate of payment for wagons so hired is : For the first three days, or any part thereof, 3d. per ton ; for each succeeding day, 1d. per ton per day.

The charge being calculated on the weight of the coal carried in the wagon.

PITWOOD.

PITWOOD.

Prices of French, Spanish and Portuguese Pitwood ex Ship at Cardiff or Newport in 1902, 1903, 1904, 1905, 1906, and 1907.

Month.	1902.	1903.	1904.	1905.	1906.	1907.
January ..	16/–	17/6	17/6	17/–	20/–	20/–
February ..	17/–	16/9	17/–	17/–	18/6	19/–
March ..	17/3	17/3	16/9	17/–	18/3	18/–
April ..	19/–	17/–	17/3	17/–	20/–	20/6
May ..	19/6	17/3	17/3	20/–	21/6	20/–
June ..	19/–	17/–	17/6	18/6	21/6	19/6
July ..	18/3	18/–	17/6	20/–	20/6	21/–
August ..	17/9	18/–	18/–	19/9	19/6	22/–
September ..	18/3	18/9	18/–	19/9	18/6	23/–
October ..	19/6	18/6	18/–	20/–	18/9	32/6
November ..	20/–	18/–	19/3	20/9	25/–	30/–
December ..	18/9	18/9	18/–	22/–	21/–	25/-

NORWEGIAN & BALTIC PITWOOD.

The price of Norwegian and Baltic Pitwood over 1902 averaged 31/6 ; over 1903, 1904, and 1905, 31/–; over 1906, 32/–, and over 1907, 34/– per load of 50 cubic feet ex Ship Cardiff and Newport.

PITWOOD.

There are a number of Charter Parties in use for French, Spanish, and Portuguese Pitwood to South Wales and Monmouthshire Ports ; but the following can be taken as typical :—

Charter Party.

.....190

It is this day mutually agreed BETWEEN..... of the good Screw Steamship called the..... Tons register and.....Tons Pitwood burthen, or thereabouts, now at .....and expected ready about.....and .....as Agents for the Merchants.

That the said Steamer being tight, staunch, and strong, and in every way fitted for the voyage, shall with all convenient speed, proceed to..... .....and as ordered there take on board by day or night, as tendered, in the usual and customary manner (Shippers having the option of employing their men in hoisting, or loading and stowing, at Ship's expense—the charge for same to be One Shilling per ton shipped), a full and complete cargo of PITWOOD, inclusive of bunker space, lazarets, and forepeak, and including a legal Deckload, as required by the Master, which the said Merchants bind themselves to provide for shipment, not exceeding what she can reasonably stow and carry over and above her tackle, Apparel, Provisions, and Furniture, and being so loaded shall therewith proceed to

Cardiff
Penarth Dock
Barry Dock
Swansea
Newport
or Port Talbot

as ordered on signing Bills of Lading, and there in such dock, or other safe discharging place as required by the Consignees, deliver the said cargo as customary, by day or night, into Wagons, Lighters, or at any Wharf, or usual Landing place as directed on being paid freight at the rate of..... .....
or intake weight of 1,015 kilos to the ton, less 2 per cent for wastage per ton of 20 cwts. Pitprops delivered at Merchant's option, such option to be declared in writing before bulk is broken. The Steamer shall pay all Hoisting, Loading, Stowage, Keelage, Consulages and Port Charges, and all other customary dues and Charges of the Ports.

The Act of God, perils of the sea, fire on board, in hulk or craft, or on shore, barratry of the Master and Crew, King's enemies, pirates and thieves, arrests and restraints of princes, rulers and people, collisions, stranding, and other accidents of navigation excepted, even when occasioned by negligence, default or error in judgment of the Pilot, Master, Mariners, or other servants of the Shipowners.

Ship not answerable for any loss or damage through explosion, bursting of boilers, breakage of shafts, or any latent defect in the machinery or hull, nor resulting from want of due diligence by the owners of the Ship, or any of them, or by the Ship's Husband or Manager.

PITWOOD.

The Ship has liberty to call at any ports in any order, to sail without Pilots, and to tow and assist vessels in distress, and to deviate for the purpose of saving life or property.

The Freight to be paid, after full and complete delivery of the Cargo, in Cash. In Portuguese Charters an address commission of 2½ per cent is payable. In French Charters there is no address commission.

If required, Cash for Disbursements at Port of Loading on account of, but not exceeding one-third of the Freight, is to be advanced on Shipper's Bills of Lading being signed, less 2½ per cent for all charges thereon, to be calculated at current exchange.

The Steamer to be loaded and discharged at the average rate of not less than 400 tons for tonnage over 2000, 350 tons under 2000, per working day of twenty-four hours, weather permitting, from the time written notice is delivered of the Steamer being ready to load or deliver, as customary. A working day shall mean a period of 24 hours, subject to the following exceptions and exclusions, viz. : from 2 p.m. on Saturdays till 7 a.m. on Mondays, and from 4 p.m. before holidays, till 7 a.m. after holidays ; Custom House Holidays, Mabon's Day, Colliery Holidays, and other holidays, Easter and Whit Monday, and Tuesdays, Christmas Day, and three following days, Cardiff and Newport Festivity Days, and Fete and Holidays abroad. Also all time during which the Merchants or their Agents may be prevented by floods, rain, frost, snow, tempest, act of God, act of rulers, rebellion, riot, strike, lock-out, or stoppage of workmen, railwaymen or other hands connected with the delivery of the Cargo, or any cause (whether or not of the same nature as the foregoing), not imputable to negligence of the Merchants or their Agents, from conveying the Cargo during the loading from the forest or deposit to the ship (by river or otherwise) or from taking on board or discharging the Cargo at the prescribed rate or from conveying the wagons to or from the ship. Also time during which there may be a strike or stoppage at any colliery or collieries for which the Cargo, or any portion thereof, is destined. If longer detained, demurrage to be paid at the rate of Sixteen Shillings and eightpence per hour. Any time allowed for loading not consumed in loading shall be added to the time for discharging, and any extra time consumed in loading shall be deducted from the time for discharging, in order to avoid demurrage.

Time for loading and discharging not to commence between the hours of 4 p.m. and 9 a.m. unless used.

The Consignees to have the option of employing their men in discharging the Cargo at Steamer's expense, say One Shilling per ton ; except for wood ex bunker space, lazarets, and forepeaks, for which an additional sixpence per ton shall be paid.

Ship providing and working any gear required, and giving the use of and working the Donkey Engine or main boiler, if necessary, and Steam Winches and drivers free of charge, in loading and discharging ; but in the event of Dock Cranes being used for loading or discharging at Barry, Newport, or Swansea, the Steamer to pay Charterers twopence per ton extra, in lieu of employing her own men and machinery.

The Cargo to be brought to and taken from alongside at Merchant's risk and expense.

PITWOOD.

The Charterers to be advised of the Steamer's departure from last port within twenty-four hours of sailing for Port of Loading, or twenty-four hours extra loading time to be allowed.

If any misrepresentation be made in respect of the size, position, etc., of the above Steamer, or should she not arrive in..... and be ready to load within.....days of this date, the Charterers are to have the option of cancelling this Agreement.

The Brokerage of one-third of Five per cent is due on the execution of this Charter Party to Charterers, to whom, or their Agents, the Steamer is to be addressed for Custom House Business for Port of Loading, on usual terms, under a Penalty of Twenty Pounds, which, together with the above brokerage, despatch, loading and discharging charges, may be deducted from the Freight; all charges incurred and not paid at Port of Shipment shall be treated as advance on Freight.

Average (if any) to be settled according to York-Antwerp Rules, 1890.

Any duty levied in consequence of the Steamer not being British, to be borne by the Owners.

The Charterers to have the right of re-chartering the Steamer at any rate of Freight without prejudice to this Charter, not below Chartered rate.

Penalty for non-performance of this Agreement, estimated amount of damage.

It is expressly agreed that the liability of Charterers as to all matters and things in every respect (except as regards demurrage in loading) shall cease as soon as Cargo is shipped, but Steamer to have a lien on the Cargo for freight, dead freight, and demurrage.

SOUTH WALES AND MONMOUTHSHIRE DOCKS.

Statement showing the Dock accommodation at the South Wales and Monmouthshire Coal Shipping Ports:—

Port.	Name of Dock.	Area including Basin.	Dock Quayage including Basins.	Depth of Water on Sill. (O. S. T.)	Number of Coal Tips.
		Acres.	Feet.	ft. ins.	
Cardiff ..	Bute East Dock ..	46¼	10,400	31 9	20
	Bute West Dock ..	19½	9,440	28 9	13
	Roath Dock & Basin	45	10,220	35 9	24
	Queen's Dock ..	50	6,700	42 3	10
	Entrance Channel ..	..	..	..	1
	Glamorganshire Canal Basin	..	1,300	18 0	
Penarth ..	Penarth Dock ..	26	6,925	35 9	20
	Tidal Harbour ..	..	15,000	30 0	6
Barry ..	No. 1 Dock ..	73	10,500	*37 8	25
	No. 2 Dock ..	34	7,000	*37 8	12
	No. 3 Dock ..	7	2,040	*37 8	..
Newport ..	Alexandra, North ..	28¾	5,681	35 0	9
	,, South ..	110	9,000	45 0	8
	Old Dock, outer ..	{	1,795	31 0	..
	,, inner ..	{ 11½	2,425	27 6	4
Port Talbot	New Dock ..	24	..	33 0	4
	Old Dock ..	52	..	33 0	2
Briton Ferry	Briton Ferry Dock..	..	400	25 0	4
†Neath ..	Town Quay ..	..	200	12 0	..
Swansea ..	Prince of Wales (also called East Dock)	27½	6,800	32 0	9
	North Dock ..	16½	5,900	32 0	7
	South Dock ..	17	4,800	34 6	10
	New Dock (constructing)	66	10,400	40 0	..
Burry Port	Burry Port Dock ..	1¼	250	22 0	4
	Tidal Harbour ..	15	..	25 0	..
Llanelly ..	New Dock ..	..	..	16 0 O.N.T.	2
	Copper Works Dock	..	..	20 0	2
	Commissioners' (also called North Dock)	..	..	22 0	3
	Carmarthenshire Tidal Dock	..	900	19 0	1

* The sills being curved the depth of the water at the centre of the sills is 3 feet more than given.

† Coal is shipped at Wharves belonging to the Main Colliery Co. Ltd.

FOREIGN WEIGHTS AND THEIR BRITISH EQUIVALENTS.

Country.	Weight of the Country.	British Equivalent of Foreign Weight.	Foreign Equivalent of 1 British Ton (2240 lbs.)
Austria ..	Kilogramme	2·204 lbs.	1015 Kilos.
Belgium ..	ditto	ditto	ditto
Bulgaria ..	ditto	ditto	ditto
China	Picul	133⅓ lbs.	16⅘ Picul
Denmark ..	Pund	1·102 lbs.	2032·6 Pund
Egypt	Cantar	99 lbs.	22⅔ Cantar
Finland ..	Kilogramme	2·204 lbs.	1015 Kilos.
France	ditto	ditto	ditto
German Empire	ditto	ditto	ditto
Greece	Quintal	123·2 lbs.	18⅕ Quintal
Holland ..	Kilogramme	2·204 lbs.	1015 Kilos.
Hungary ..	ditto	ditto	ditto
Italy	ditto	ditto	ditto
Japan	Kwan	8·2674 lbs.	271 Kwan
Norway ..	Kilogramme	2·204 lbs.	1015 Kilos.
Portugal ..	ditto	ditto	ditto
Roumania ..	ditto	ditto	ditto
Russia	Pood	36 lbs.	62⅔ Poods
Servia	Kilogramme	2·204 lbs.	1015 Kilos.
Spain	ditto	ditto	ditto
Sweden ..	ditto	ditto	ditto
Switzerland ..	ditto	ditto	ditto
United States..	Ton	Short ton 2000lb Long ton 2240lb.	....

ADVERTISEMENTS

CARDIFF RAILWAY COMPANY.

Bute Docks, Cardiff.

Chairman—LORD EDMUND TALBOT, M.P.
Managing Director—SIR WILLIAM THOMAS LEWIS, BART.
Superintendent—JAMES HURMAN.

AREA, ETC.

The present **Bute Docks** are 161½ acres in extent, and vessels loading up to **12,000 tons** regularly trade there. **The Queen Alexandra New South Dock,** opened by His Majesty the King on the 13th July, 1907, has a water area of 50 acres. It is 2,550 feet in length, 800 feet in breadth, and 50 feet in depth from the coping; and is capable of accommodating the **Largest Vessels Afloat.** The Sea Lock is **850 feet in length,** and **90 feet in breadth,** with a depth of water over the cill of **42 feet** at ordinary spring tides, and **32 feet** at ordinary neap tides. **Two large Graving Docks,** up to **850 feet in length,** and entered from this Dock, are about to be constructed.

MACHINERY AND APPLIANCES.

The Bute Docks are equipped with the **Most Improved Appliances** for the discharging and loading of Vessels with dispatch; the greater portion being worked by **Hydraulic Pressure.** There is an ample equipment of Cranes, of various power up to **70 tons,** as well as **Grain Elevators, etc., etc.**

Special attention may be drawn to the **New 70-ton Crane** in the **Roath Dock,** thus enabling **The Cardiff Railway Company** to ship or unship **the heaviest weights.**

COAL SHIPPING FACILITIES.

Coal is being shipped at these Docks by the ordinary Fixed, as well as Movable Staiths; as also by the **Lewis Hunter Patent Coaling Cranes.** The Cardiff Railway Company have the **exclusive** use in the Bristol Channel of the **Lewis Hunter Coaling Cranes,** which have proved by far the most satisfactory appliances for shipping Welsh Coal with dispatch and the **Least Possible Breakage.** Colliery screened coal shipped by these cranes being equal to double screened coal shipped by ordinary Staiths, and thereby ensuring to the purchaser an **increased value of at least One Shilling per ton** over that of coal put on board by shipping appliances at other Docks, besides ensuring great **saving in breakage** and uniformity of distribution throughout the cargo of any small coal which might exist; thus minimising any risk of spontaneous ignition from small coal in cargoes bound for distant ports. **Three or more Cranes** can be worked simultaneously into one vessel, and as much as **330 tons** have been shipped by one crane in an hour, and **6,715 tons** have been shipped into a vessel in **11 hours.** Shippers attach so much importance to the advantages of these Cranes that they frequently elect to wait some time for a **Crane Berth** rather than have their coal shipped by the staiths similar to other Docks in the Channel.

THE NEW QUEEN ALEXANDRA is equipped with these **Coaling Cranes,** in deference to the wishes of so many Shippers and Buyers of **Cardiff Coal,** and also with movable Staiths of the most improved pattern.

WAREHOUSES AND TRANSIT SHEDS.

Good accommodation for the storage of **Grain, Provisions,** etc., etc. **Bonded and Free.**

WHARF SPACE AND YARDS.

Large provision is made for stacking Timber, Deals, Iron Ore, &c. Timber Ponds, **28 Acres** in extent, with **Competitive Railway Communication to all Parts.**

FACILITIES FOR SHIP REPAIRS, ETC.

There are **10 Private Graving and Floating Docks,** ranging up to **800** feet in length, with **Separate Proprietaries,** and one **Public Graving Dock 600 feet** in length. There are also several **Marine Engineering Firms,** this giving Shipowners an opportunity of obtaining tenders for repairs of every description.

RAILWAY ACCOMMODATION.

Cardiff is the **Natural Port** for **Birmingham** and the **Midland District,** as the **London and North Western, Midland,** and **Great Western Railway Companies** have direct communication from the **Ship's Side.**

DOCK CHARGES.

These are much below the average of our **Great Ports.** Vessels can generally procure an outward cargo to any **Port** in the **World,** thus giving the **Bute Docks** an advantage for **Imports,** as vessels do not require to change Ports.

TRADE.

The **Bute Docks** were opened in the year **1839,** and the IMPORTS and EXPORTS in **1907** were as follows:—Imports, **2,161,818 tons;** Exports, **9,782,760 tons;** Total, **11,944,578 tons.**

CATTLE IMPORTATION.—The **Bute Docks** are the **only Docks** in South Wales which have permission from the **Board of Trade** to land **Foreign Cattle. Excellent Cattle Lairs, Slaughter Houses,** and **Chill Rooms** are erected adjacent to the Wharf in the deepest water dock, with Railways leading into them, having communication **with all parts.**

COLD STORAGE. AMPLE ACCOMMODATION of the most modern description is provided for the storage of dead meat, poultry, provisions, vegetables, etc.

STATUS OF CARDIFF.

Cardiff now occupies the position of being the **First Port** in the **United Kingdom** for shipping cleared to **Foreign Countries** and **British Possessions,** and the **Premier Port** in the **World** for the **Shipment of Coal.**

NOTE.—The BUTE DOCKS are the ONLY DOCKS situated in the town of CARDIFF. VESSELS using the BUTE DOCKS thereby save their OWNERS and CAPTAINS from LOSS OF TIME in making journeys between the VESSELS and the MERCHANTS' and BROKERS' OFFICES, BANKS, CUSTOM HOUSE, POST OFFICE, ETC., ALL OF WHICH OFFICES are ADJACENT to the BUTE DOCKS.

The fullest information on all matters will be readily granted on application to the

CARDIFF RAILWAY Co.,

BUTE DOCKS, CARDIFF.

BARRY DOCKS

BARRY, GLAMORGANSHIRE.

(Dock No. 1 was opened on July 18th, 1889, and Dock No. 2 on October 10th, 1898).

Owners - - THE BARRY RAILWAY COMPANY.
Chairman - - The Right Hon. The EARL of PLYMOUTH.
General Manager—EDWARD LAKE.

Area. The Barry Docks are 114 acres in extent, and have accommodation for the largest vessels afloat.

The Sea Approach is remarkably easy owing to the absence of any rocks or shoals in this part of the Bristol Channel, and to the efficient way in which the Channel is lighted. Within 700 yards of the entrance to the Docks there is a depth of 26 feet at low water Spring Tides.

Good Anchorage is obtained between the Barry and Sully Islands.

The Deep Water Lock was opened for traffic in January, 1898, and vessels drawing 13 feet can enter or leave at low water Spring Tides, and during 15 days of each month vessels drawing 18 feet can enter or leave at low water. No other Dock in the Bristol Channel possesses a Deep-sea Entrance.

Pilotage. There is a separate Pilotage Board for **Barry,** and Barry being nearer the sea, the Pilotage Charges are **Lower** than for neighbouring Ports. Pilotage inwards or outwards is not compulsory.

Towage. The Docks are provided with three powerful Tug-boats for moving vessels in the Docks, which are fitted with Salvage and Fire Pumps. There is also a **Steam Fire-float** provided with water tank.

Ship Repairing, etc. There is a Public Graving Dock of large capacity (length 863 feet, width at top 113 feet 6 inches, width at bottom 100 feet, width at entrance 60 feet) and capable of division into outer and inner Docks of different lengths, at which ship-owners can employ their own Marine Engineers.

There are also two large Private Graving Docks, one Capable of a accommodating the largest class of vessels.

Several Marine Engineering Firms are established on the Dock property.

Quayage. The Quayage is ample and extends for a length of over 7,900 feet, irrespective of the space covered by the Coaling Appliances.

Warehousing. There is ample accommodation for storing Goods.

Wharf Space and Adjoining Land. The open quays are commodious, and in addition there is an extensive area of land available for the stacking of timber and the storing of other goods not requiring cover.

Machinery and Appliances. All is of the most improved type. There are **31 Fixed** and **7 Movable** Coal tips. By means of the Movable Tips a vessel can be loaded at three hatchways simultaneously. Each Coal Tip has two Weighbridges: wagons can therefore be weighed when full and when empty. The re-taring is done free of charge.

Cranage. The Cranage equipment is Complete. 56 Cranes, ranging in capacity from 30 cwt. to 50 tons, including a **Floating Crane,** have been provided.

Lighting. The Docks are lighted Electrically throughout.

Dock Charges. These are much below the average of other great Ports.

Return Cargoes. A great advantage is that vessels can generally obtain an outward cargo from Barry, thus obviating the necessity of changing Ports.

Railway Accommodation. There is a complete system of Railway Lines around the Docks, and goods can be shipped direct from, or loaded direct into, Railway Trucks.

The Company's Railway is connected with all railways in the Country, and the rates quoted for the carriage of Merchandise to and from ship at Cardiff. are also applicable to and from ship at Barry.

The Company's Passenger Trains run through to Cardiff at frequent intervals.

The Shipping Tonnage frequenting the Docks annually is about 5,000,000 tons N.R.T.

The Customs and Board of Trade Offices, Post Office, and several Banks are adjacent to the Docks.

For further information please apply to the GENERAL MANAGER, Barry Dock.

Particulars of Barry Coy.'s New Transit Shed & Warehouse, Barry Dock.

This Building consists of a dry and cool cellar and two floors above. The cellar is divided into three sections. The width of the cellar all through is 154 feet, and the length of the three sections is 207, 140, and 141 feet respectively. The width of the next floor 156 feet, and the length 500 feet. The top floor 171 feet wide, and in addition there is an outside platform to this floor. The hydraulic cranes on the Dock side are able to lift goods from the vessel to the outside platform, into truck, or into cellar as required. A number of hydraulic traversers are provided for moving goods on the ground floor, and hydraulic cranes are fixed on both sides for transferring goods from the ground floor or cellar to truck or vice versa. Bonded stores for wet and dry goods are provided, and the best possible facilities are afforded for the handling and storage of grain, general produce, and in fact for all kinds of imported goods.

The Barry Railway is directly connected with the leading Railways, and the rates from Barry to nearly all places are the same as from Cardiff Docks.

The Company's Docks, which are equipped with the most modern appliances for loading coal, are in close touch with the Rhondda, Llynvi and Ogmore, and Monmouthshire Coalfields, so that vessels bringing cargoes have every facility for bunkering or loading outward cargoes.

DIMENSIONS OF DOCKS, ETC.

DESCRIPTION.	Area	Length	Width	Quayage	Width of Entrance Gates.	Depth of Water on Cill		Depth of Water on Cills Outer and Middle Gates				Depth of Water on Cill. Inner Gate	
	Acres	Feet	Feet	Feet	Feet	h.w.o.s.t.	h.w.o.n.t.	h.w.o.s.t.	l.w.o.s.t.	h.w.o.n.t.	l.w.o.n.t.	h.w.o.s.t.	h.w.o.n.t.
						ft. in.	ft. in.	ft. in.	ft. in.	ft. id.	ft. in.	ft. in.	ft. in.
Dock No. 1	73	3100	1100	10500	80	37 8	29 4						
,, No. 2	34	3320	400 to 600	7000	80	37 8	29 4						
,, No. 3 (Basin)	7	600	500	2040	80	37 8	29 4						
Lady Windsor Lock	..	647	65	..	65	..	..	49 8	13 7	41 4	21 8	37 8	29 4
Timber Float	6	800	400	2000									
								In Channel.					
Entrance Channel from the Breakwater Heads to Deep Lock Gates	..	1500	..	..	..	..	..	53 8	17 7	45 4	25 8	..	..

NOTE.—The Cills being curved, the depth of water at the centre of the Cills of the Dock, Basin, and Deep Lock Entrance is 3 feet more than that given above.

BARRY RAILWAY COMPANY'S COMMERCIAL GRAVING DOCK.

Total Length	867 feet 0 inches	The Dock can be divided into Outer and Inner Docks of the following lengths respectively	366 and 483 feet
Width at Entrance	60 ,, 0 ,,	Depth on Outer Cill, H.W.O. Spring Tides	26 feet 6 inches
,, of Dock at Top	113 ,, 6 ,,	,, ,, Neap Tides	18 ,, 4 ,,
,, ,, at Bottom	100 ,, 0 ,,		

Owners or Agents may select their own marine repairers or shipwrights.

BARRY GRAVING DOCK COMPANY'S GRAVING DOCK.

Total Length	778 feet 0 inches	The Dock can be divided into Outer and Inner Docks of the following lengths	355 and 405 feet
Width at Entrance	60 ,, 0 ,,	Average Depth on Cill Spring Tides	24 feet 8 inches
,, of Dock at Top	113 ,, 6 ,,	,, ,, Neap Tides	16 ,, 4 ,,
,, ,, at Bottom	100 ,, 0 ,,		

BARRY GRAVING DOCK COMPANY'S SINGLE GRAVING DOCK.

Total Length	623 feet 0 inches	Width of Dock at Top	70 feet 9 inches
Width at Entrance	70 ,, 9 ,,	,, ,, at Bottom	65 ,, 0 ,,

BARRY DOCK, June, 1908.

E. LAKE, General Manager.

PENARTH DOCK

(PORT OF CARDIFF.)

Owners - - -	TAFF VALE RAILWAY COMPANY.
General Manager - -	A. BEASLEY, Taff Vale Railway, Cardiff.
Dock Superintendent - -	SAMUEL THOMAS, Penarth Dock.

Penarth Dock

is situated under the shelter of Penarth Head, and Vessels using it are exceptionally secure against risks.

It is approached direct

from the Bristol Channel, and it being a tidal dock the gates are usually thrown open from sea to dock, thereby enabling vessels to go direct to loading or discharging berths without delay.

Depth of Water.

There is 35ft. 9in. of water on the dock cill at ordinary spring tides, and 25ft. 9in. at ordinary neap tides.

The Entrance Channel

is dredged several feet below the level of the dock cill, and vessels are practically in deep water immediately they pass out of dock.

Coal Shipping Appliances.

There are 15 high level hydraulic tips of the most modern description, some of which are specially designed for bunkering large light steamers. Penarth stands without a rival for dispatch of steam colliers: several vessels have been loaded at one tip with 1,500 tons and upwards, and sailed on the tide of arrival.

There are

Two Movable Hydraulic Tips

on the north side of the Dock in the lay berth nearest the Dock entrance, suitable for the largest class of steamers. Both tips can be worked simultaneousiy into one vessel. These tips work to a great height above the water level, tip with unequalled rapidity, and are admirably adapted for loading very large steamships.

Four Coal Tips Berth.

Four movable tips have been erected on the North side of the basin, and can be worked simultaneously into one steamer. Vessels can enter and leave the basin while the dock gates remain closed, and can therefore obtain at these tips greater dispatch than at any other tips in the port. A steamer has arrived and proceeded direct to these tips and commenced loading at 11.55 a.m., and completed her full cargo of 2,115 tons of coal by 1.50 p.m. and sailed on the tide of arrival, thus having taken on board the whole of the cargo in the short time of 1 hour 55 minutes. Steamers of a capacity up to 3,000 tons are frequently loaded and dispatched on the tide of arrival at these **four tips.**

Anti-Breakage Appliances.

The Tips at Penarth Dock are fitted with the "Despatch Anti-breakage Box," which is unique in construction, giving the best results, and is not in use elsewhere.

Imports.

There are ample hydraulic and steam cranes for discharging, and the berths are so arranged that four cranes can be concentrated on one vessel.

Transit Shed.

There is a commodious warehouse for the storage of goods and general merchandise.

A Twenty-Ton Steam Crane available.

A Forty-Ton Sheerlegs is erected on the Dock Side.

Ship Repairing.

Every facility, both as regards the largest dry docks and slipways, in the channel without incurring additional dock dues.

PILOTAGE non-compulsory.

The dock is lighted by electricity.

Telephone Communication with Cardiff and all parts of the Kingdom, and a complete system at the dock.

Post and Telegraph Office and H.M. Customs and Board of Trade Offices are situated at the Pier head.

ALEXANDRA

(NEWPORT AND SOUTH WALES) DOCKS AND RAILWAY.

Alexandra and Town Docks, Blaina Wharf and River Jetties, Newport, Mon.

Chairman: VISCOUNT TREDEGAR.

General Manager: JOHN MACAULAY.

NEWPORT is the natural port of shipment for the rich coalfields of Monmouthshire, and Railway Rates from Monmouthshire Collieries to Newport are cheaper than to any port in the Bristol Channel.

THE MIDLANDS of England have in Newport their natural geographical port of shipment, and the Newport Docks have unequalled facilities for the shipment of General Merchandise.

NEWPORT also holds records for Coal Shipment which are unsurpassed by any of the rival ports.

EFFICIENCY in over-sea shipment is the all-dominating point upon which efforts are focussed at the Newport Docks.

QUICKEST dispatch is given at Newport Docks by means of a perfect Dock-equipment, welded to the natural facilities of the Port.

MANY of the improved and additional works are already in utilization and well known.

THE completed New Quay on East side of South Dock is 800 feet long, and is splendidly equipped with Eight modern hydraulic cranes. These additional cranes have been erected so that vessels may be unloaded or loaded with the utmost dispatch, and thus save much time and extra labour.

A LARGE Warehouse, 200 feet long by 70 feet wide, with provision for overhead travelling crane and gantry, has been built adjacent to this Quay.

THE DOCKS are completely equipped with electric light in every department, the necessary current being generated on the Dock premises at the Company's own station.

The Company own a Commercial **Dry Dock**, 523 feet long and 74 feet wide, directly connected with the North Dock by an entrance 49 feet wide, with a depth of water on sill of 20 feet. Owners can select their own marine engineers to carry out repairs. In the Port of Newport there are, besides, **Six Private Dry Docks,** one of which is 708 feet by 80 feet, with an entrance 65 feet wide.

No Locking Fees are charged to vessels changing from Alexandra Docks to Town Dock, or vice versa. Vessels may also leave the Docks for a Dry Dock within the Port, and return without any additional fee for locking.

Pilotage at Newport is not compulsory.

The Company have their own Railway to **Merthyr, Rhondda,** and **Aberdare Valleys,** thus enabling Glamorganshire coal to be shipped at their Docks at the same rates as to Cardiff, plus $1\frac{5}{6}$d., Dock railway toll.

ALEXANDRA

(NEWPORT & SOUTH WALES) DOCKS AND RAILWAY.

Present total deep water area, 108 acres (shortly to be increased to 136 acres).

Total Quayage, 20,000 feet.

Siding accommodation, over 60 miles.

Spacious Warehouses for General Merchandise.

Powerful Dock-equipment of Hydraulic Hoists and Cranes.

23 lines of General Cargo Steamers sailing regularly.

Towage and Salvage provided by powerful A.D. and R. Tugs.

Empty Coal Wagons re-tared free of charge.

No extra charge for Shipping Coal at night.

Illustrated Handbook free, and all information will be sent on application to:—

JOHN MACAULAY, General Manager,

ALEXANDRA (NEWPORT & SOUTH WALES) DOCKS AND RAILWAY.

NEWPORT, MON.

SWANSEA HARBOUR.

The Docks consist of the Prince of Wales Dock, the North Dock, and the South Dock; each equipped with modern appliances for the rapid loading and unloading of vessels.

The Entrance Channel to the Harbour is lighted by means of Gas Buoys.

The New King's Dock, capable of accommodating the largest vessels afloat, is expected to be opened for traffic next year.

The Quays are 19,000 feet in length.

The Warehouses contain a floor area of 283,000 square feet.

The Railways of the Trust have direct connections with the Great Western, London and North Western, Midland, and Rhondda and Swansea Bay Railways.

There are **26 Coal Tips** and **80 Hydraulic, Steam** and **Hand Cranes.**

Swansea is the Centre of the Anthracite Coal District.

There are more **Patent Fuel Works** in Swansea than at any other port in the Kingdom; and the Fuel is held in high repute in Continental and other markets.

There is a **Large Area of Land** available for Fuel Works, Creosote Works, Saw Mills and other commercial purposes.

Lines of Steamers run between Swansea and the following ports, viz. :—New York, Baltimore, Philadelphia, Singapore, Hong Kong, Yokohama, Nagasaki, Hiogo, Java ports, Rio de Janeiro, Santos, Rosario, Montevideo, Buenos Aires, Ports in Chili and Peru, St. Petersburg, Hamburg, Amsterdam, Rotterdam, Antwerp, Treport, Rouen, Nantes, Bordeaux, Oporto, Lisbon, Setubal, Barcelona, Genoa, Leghorn, Venice, Trieste, Fiume, ports in Greece, Constantinople and other Turkish ports, Galatz, Ibrail, Odessa, Batoum, Alexandria, etc.

Within the Harbour are **Nine Graving Docks.**

Extensive provision has been made for the **Fish Trade,** in the South Dock. The Swansea Fleet now numbers about 30 Steam Trawlers, in addition to Liners and Smacks.

Pilotage.—The Trustees are the Pilotage Authority. Pilotage is non-compulsory, both inward and outward.

Rates and Charges are moderate.

The Mumbles Lighthouse Signal Station is now worked by Lloyd's. Vessels calling for orders can communicate with their Owners without lowering a boat—good and sheltered free anchorage being found under the Mumbles Head at any state of the tide.

The Trustees have erected on the Mumbles Head a **Reed Fog Horn** Signal, giving three blasts of about two seconds' duration in quick succession every two minutes.

For information on any point connected with the Port and Harbour, apply to—

WILLIAM LAW, *General Manager.*

Registered Address for Telegrams—"Law," Swansea.

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PORT TALBOT, GLAMORGANSHIRE.

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TO THE WORLD-RENOWNED

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PRODUCING THE

BEST CARDIFF,

STEAM, ANTHRACITE,

AND OTHER

COALS.

Port Talbot is particularly adapted for Bunkering purposes.

A NEW TIP has been opened, which gives a lift of 55 feet, and has been specially constructed to ensure quick bunkering of steamers. The laden sidings feeding the tip are capable of holding 3,500 tons of coal, all of which will gravitate to the point of shipment. For the return empties from the tip, substantial accommodation has been provided, and the shipment of coal can be carried on at the rate of 600 tons per hour.

Steamers are bunkered and leave on the SAME TIDE AS ARRIVAL.

LOWEST RATES. NON-COMPULSORY PILOTAGE.

NEW ENTRANCE CHANNEL. Direct and Easy Access.
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Area of Docks - - - 75 Acres.

A large area is available for the erection of works, the storage of pitwood and other timber, for which latter special advantageous Railway Rates apply to the surrounding Collieries and districts.

Full Information as to Rates (both Railway and Dock) may be had on application to the Company.

NORTH DOCK, LLANELLY.

THE North Dock, Llanelly, is most conveniently situated for the shipment of coal from the Gowerton, Loughor and Cross Hands districts, and the well-known Anthracite districts of the Amman and Gwendraeth Valleys; for the import of raw material for the numerous important steel, tin, and other works of the neighbourhood, and the export of their manufactured products.

The dock is equipped with modern hydraulic hoists and cranes admitting of prompt and expeditious dealing with traffic, and has direct railway communication with all parts of the Kingdom by the Great Western and London and North Western systems.

Ample warehouse accommodation is provided on the import and general export quay, which is 1,000 feet in length.

Pilotage is non-compulsory, the channel leading to the port being thoroughly buoyed and lighted. The dock is electrically lighted throughout.

There are several eligible sites available for the construction of modern works, which meet in the highest degree the present day manufacturing necessities of cheap production of power and cheap transport, by being situated directly upon an excellent coalfield, and in closest proximity to a modern and well equipped dock.

For all particulars apply to :—

J. REES, Superintendent.

BURRY PORT AND GWENDRAETH VALLEY RAILWAY.

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Burry Port, South Wales.

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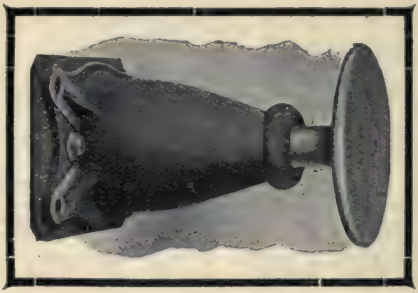
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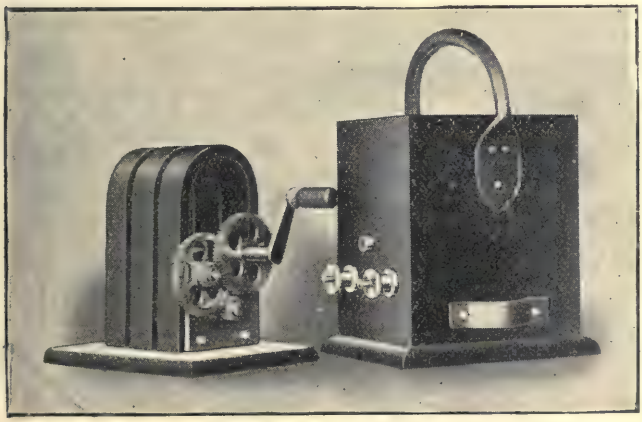
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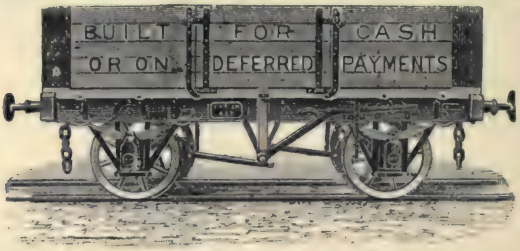
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COAL.

WHAT "BUSINESS PROSPECTS" STATED WOULD HAPPEN IN 1908.

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The average market price over the year will be considerably lower than in 1907, but higher than in any other year since 1901.

IRON.

WHAT "BUSINESS PROSPECTS" STATED WOULD HAPPEN IN 1907.

(FORECAST MADE IN OCTOBER, 1906.)

(1) In the early months of 1907, Iron and Steel prices will reach the highest point since 1900.

(2) Prices will be lower in the second half than in the first half of the year.

(3) The average prices will exceed those of any year since 1900.

(4) The profits made by Ironmasters will be exceptionally large.

IRON.

WHAT "BUSINESS PROSPECTS" STATED WOULD HAPPEN IN 1908.

(FORECAST MADE IN OCTOBER, 1907.)

Iron prices will fall; will be lower in the second half than in the first half of the year, and will average less than in either of the two preceding years.

Wages in the Iron trade will fall, and work will be less regular than in 1906 or 1907.

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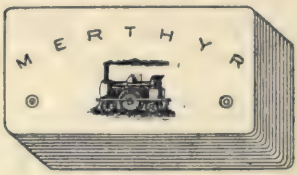
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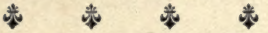
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